



中遠海運港口有限公司
COSCO SHIPPING Ports Limited

3Q2020 Results Presentation



*Dedicated to implementing Lean Operations
Enhance the Company's profitability progressively*

October 27, 2020

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1 Recovery & Stable Dividend Policy

2 Financial Highlights

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Recovery & Stable Dividend Policy

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Outlook

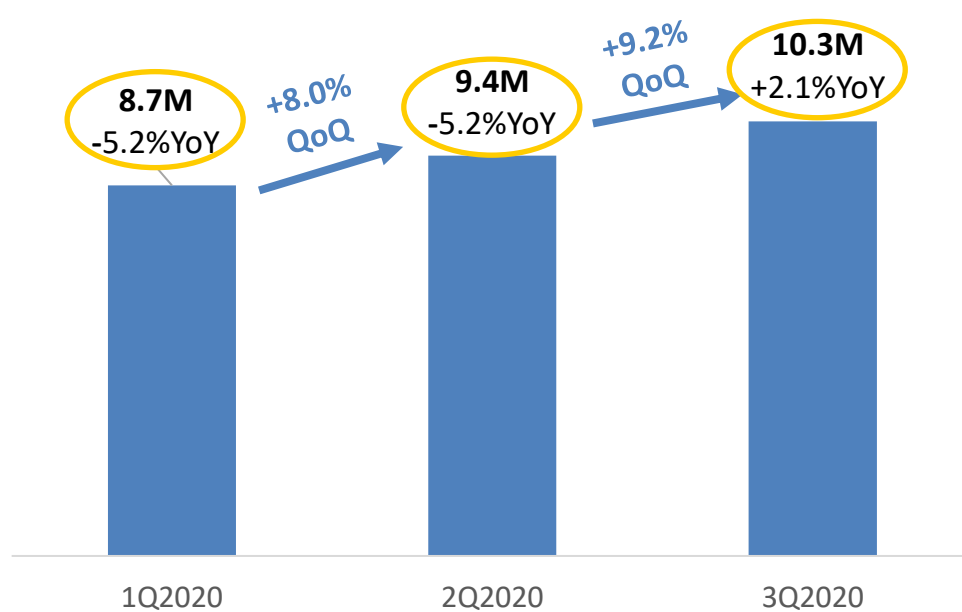
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Appendix

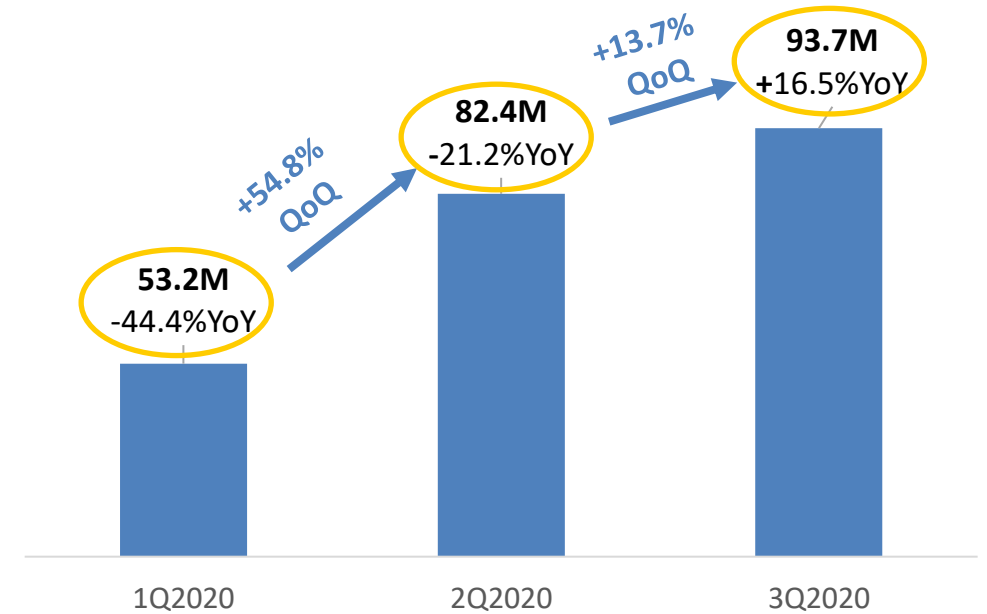
Gradual Recovery in Equity Throughput and Terminal's Profitability

- In 3Q 2020, the overall equity throughput has further recovered, reaching 10.3 million TEU, up 2.1% YoY and 9.2% QoQ.
- Terminal profit in the second quarter and third quarter this year increased by 54.8% and 13.7% QoQ respectively. Terminal profit in the third quarter reached 93.7 million USD, increased by 16.5% YoY, representing the highest quarterly profit since this year.

Equity Throughput (in million TEU) ⁽¹⁾



Terminal Profit (US\$ million) ⁽¹⁾



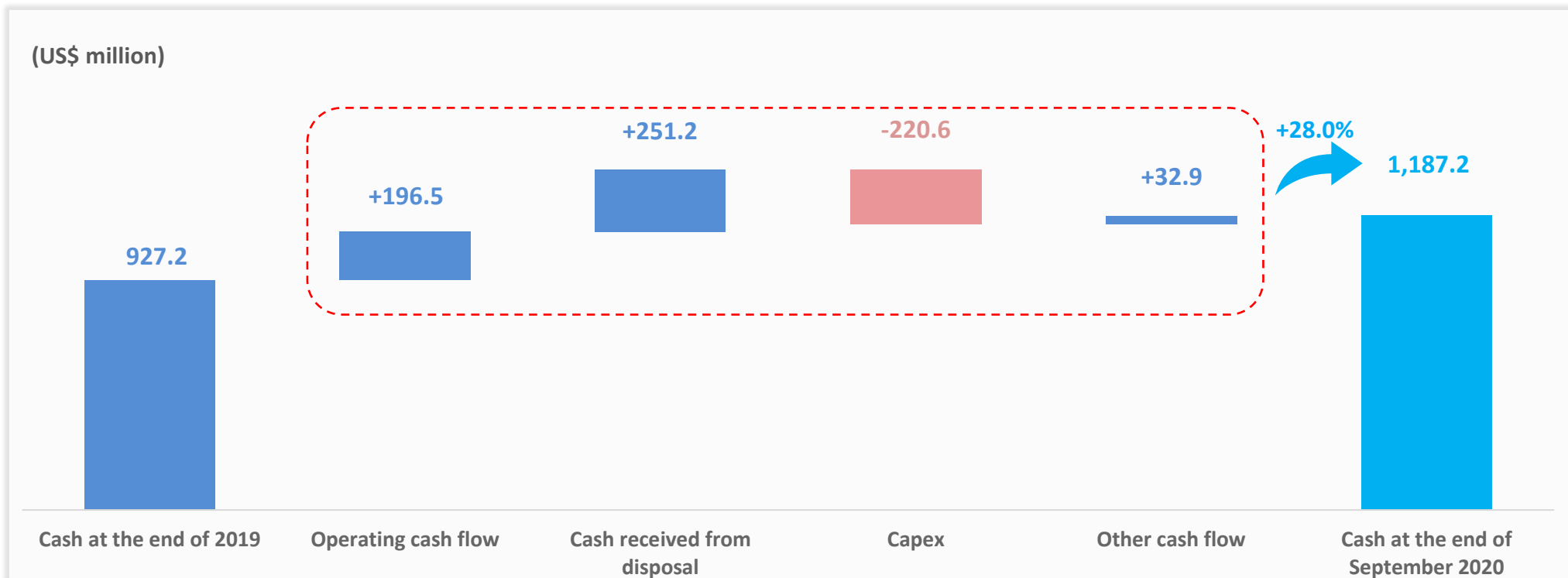
Note:

(1) Excluding equity throughput and terminal profit data from Yangzhou, Zhangjiagang, Nanjing Longtan and Jiangsu Petrochemical Terminal which have already been disposed

Strong Cash Flow to Maintain Dividend Policy

Increasing cash flow

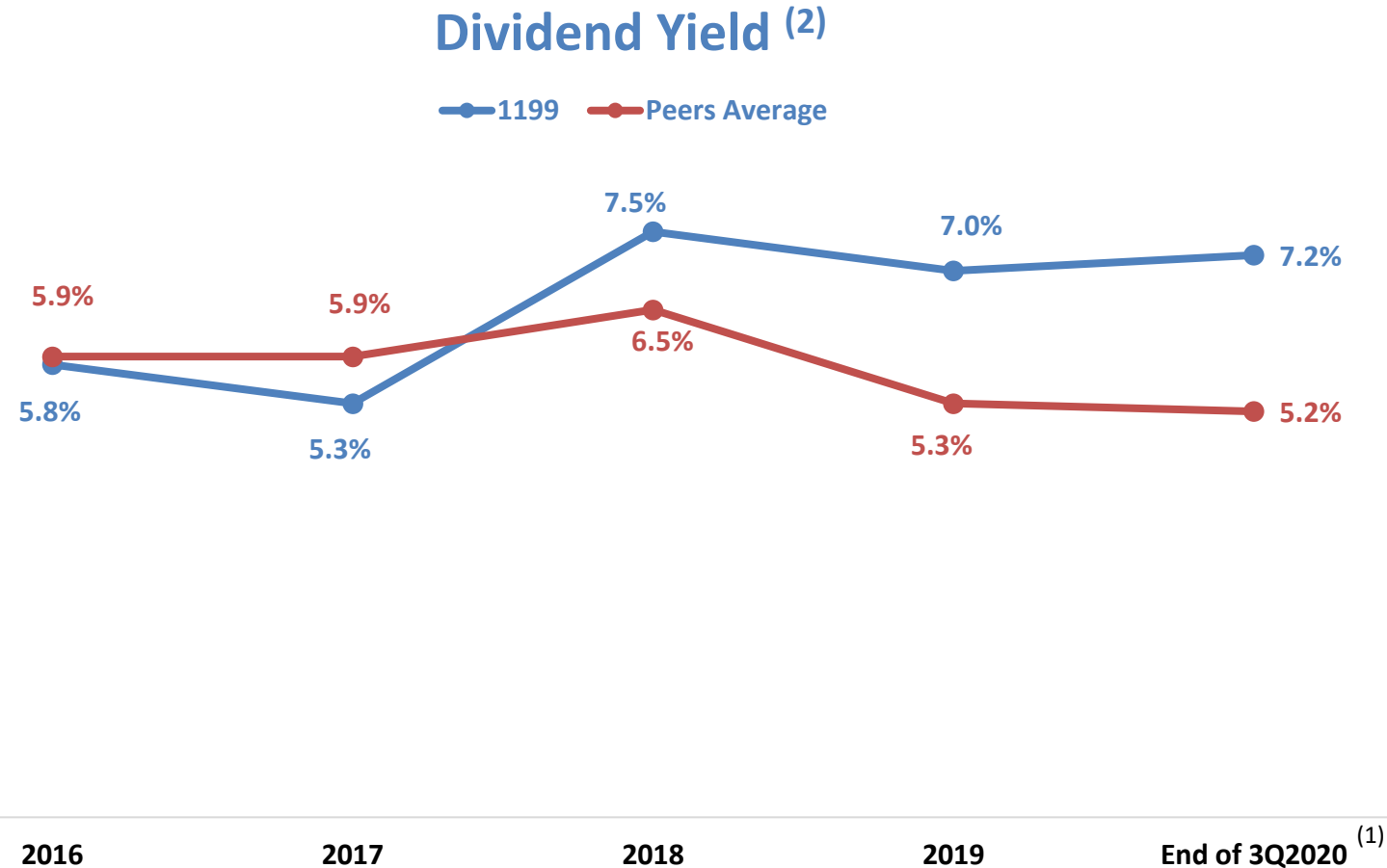
- Our cash and cash equivalents reached USD\$1,187M at the end of September 2020, an increase of 28% compared to the end of FY2019 due to operating cash inflow, cash received from disposal of interest in Yangzhou and Zhangjiagang terminals, Capex and other cash activities as shown on the chart below
- Our strong cash flow helps maintain 40% payout ratio of our dividend policy ⁽¹⁾



Note: (1) Our Company is considering the declaration and payment of second interim dividend in lieu of final dividend in order for shareholders to receive the dividend earlier.

Sustainable High Dividend Yield and Long-term Investment Value

➤ Amid economic uncertainty, some companies have cut or even cancelled their dividend; however, we expect to maintain our dividend policy



Notes:

(1) Source: Dividend of the end of 3Q2020 is the sum of 2019 2H actual dividend and 2020 1H actual dividend.

(2) COSCO SHIPPING Ports' dividend yield is calculated by dividend divided by its closing price as at 30/9/2020. And peers (China Merchants Ports, Qingdao Port, Tianjin Port, Xiamen Port and Dalian Port) average is calculated by dividend of each company divided by its closing price as at 30/9/2020 and then taken by the average of 5 companies.

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Financial Highlights – Strong Profit Growth in 3Q2020

(US\$ million, unless stated otherwise)	Reported			Adjusted (Excluding Nanjing Longtan, Zhangjiagang, Yangzhou and Jiangsu Yangtze Petrochemical terminals which have been disposed)		
	3Q2019	3Q2020	YoY Change	3Q2019	3Q2020	YoY Change
Revenue	254.7	270.0	+6.0%	242.5	270.0	+11.3%
Cost of sales	188.1	199.5	+6.1%	180.1	199.5	+10.8%
Gross profit	66.6	70.5	+5.9%	62.4	70.5	+13.0%
Share of profits from JVs & Associates	71.3	80.1	+12.3%	70.6	80.1	+13.4%
Net profit attributable to shareholders	71.8	85.9	+19.7%	70.3	85.9	+22.2%
EPS (US cents)	2.28	2.66	+16.7%	2.24	2.66	+18.9%

Financial Highlights – Improving 9-month Profit Due To Robust Performance of 3Q2020

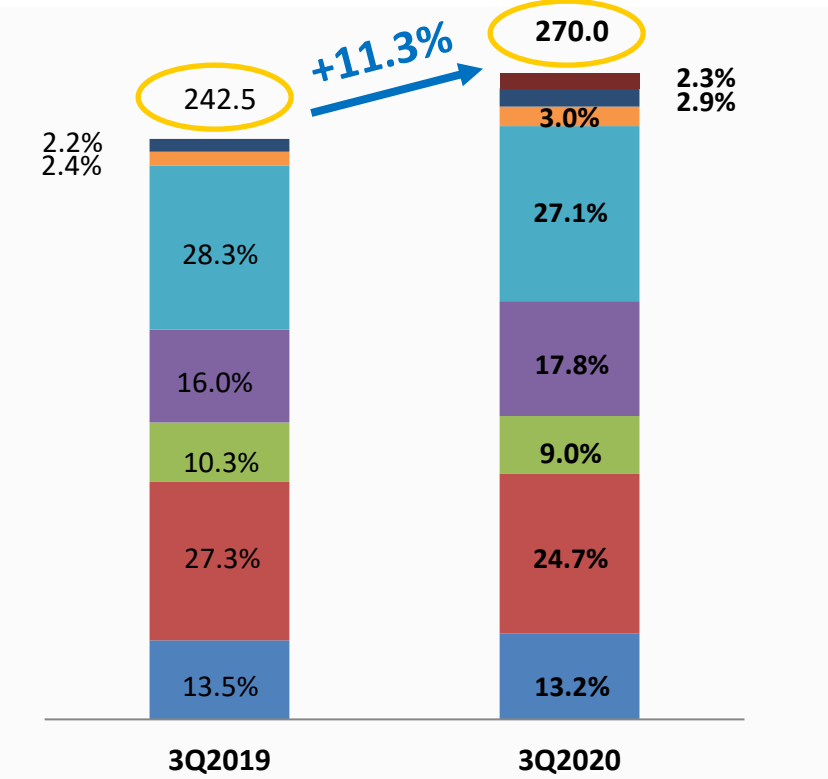
(US\$ million, unless stated otherwise)	Reported			Adjusted (Excluding Nanjing Longtan, Zhangjiagang, Yangzhou and Jiangsu Yangtze Petrochemical terminals which have been disposed)		
	9 months 2019	9 months 2020	YoY Change	9 months 2019	9 months 2020	YoY Change
Revenue	772.6	722.7	-6.5%	735.2	722.7	-1.7%
Cost of sales	552.6	553.1	+0.1%	529.6	553.1	+4.4%
Gross profit	220.0	169.6	-22.9%	205.5	169.6	-17.5%
Share of profits from JVs & Associates	215.9	208.8	-3.3%	213.9	208.7	-2.4%
Net profit attributable to shareholders	219.6	249.3	+13.5%	215.0	180.7 ⁽¹⁾	-15.9%
EPS (US cents)	7.03	7.83	+11.4%	6.88	5.68 ⁽¹⁾	-17.6%

Notes:

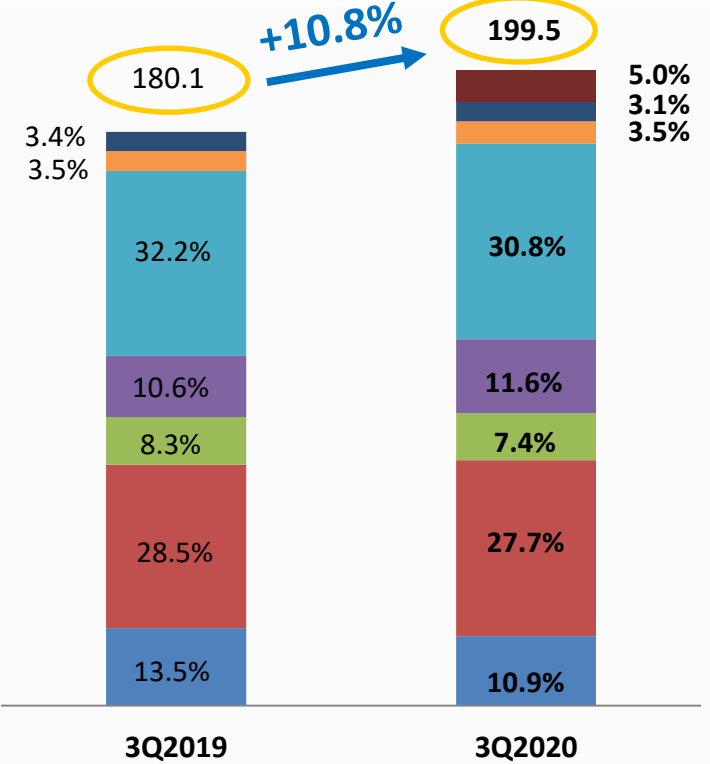
(1) Excluding after-tax gain of USD\$61.5M on disposal of interest in Yangzhou Terminal and Zhangjiagang Terminal as well as after-tax gain of USD\$7.1M on disposal of interest in Jiangsu Yangtze Petrochemical Terminal

Revenue & Costs ⁽¹⁾ – 3Q2020 Solid Revenue Growth Along with Improving Cost Control in Greater China Region

Revenue (US\$ million)



Costs (US\$ million)



- CSP Abu Dhabi
- Nantong
- CSP Zeebrugge
- CSP Spain
- Guangzhou Nansha
- Xiamen Oceangate
- PCT
- Other subsidiaries

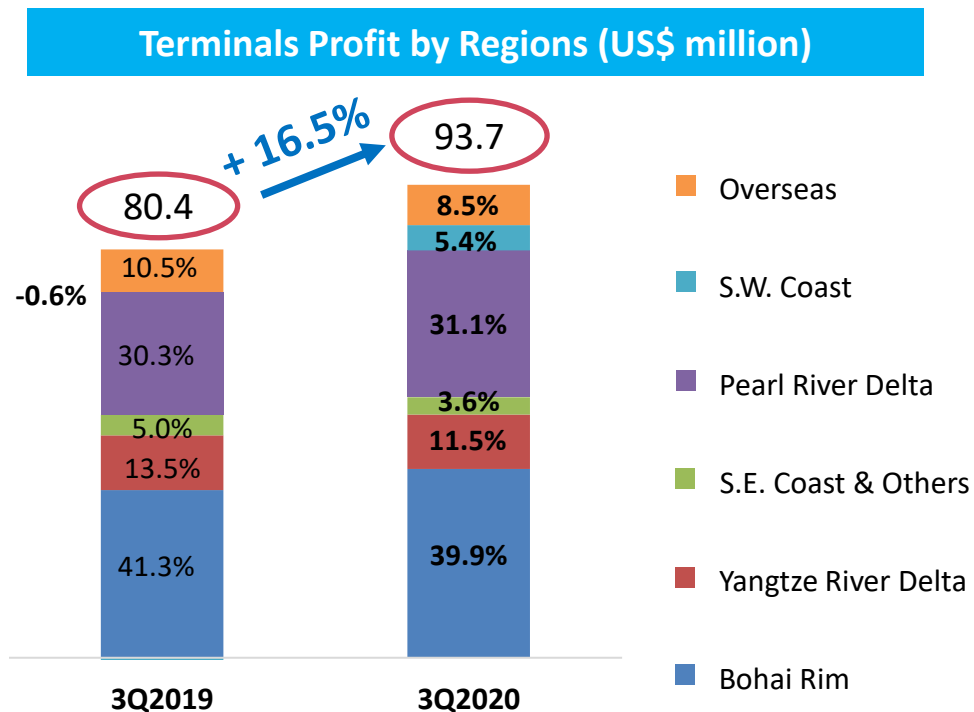
(US\$ million)	3Q2019	%	3Q2020	%	YoY
Greater China	101.9	42%	115.5	43%	+13.3%
Overseas	140.6	58%	154.5	57%	+9.9%
Total	242.5	100%	270.0	100%	+11.3%

(US\$ million)	3Q2019	%	3Q2020	%	YoY
Greater China	64.4	36%	65.6	33%	+1.8%
Overseas	115.7	64%	133.9	67%	+15.8%
Total	180.1	100%	199.5	100%	+10.8%

Note:
 (1) All financial figures on this slide excluding financial data from Yangzhou and Zhangjiagang terminals which have already been disposed

Terminals Profit ⁽¹⁾ – 3Q2020 Strong Terminal Profit Growth in Greater China Region

- Benefiting from throughput improvement in 2Q and 3Q, cost reduction and revenue growth have gradually shown positive effects, and Greater China's terminals profit has seen strong recovery.



Notes:

- All financial figures on this slide excluding financial data from Nanjing Longtan, Yangzhou, Zhangjiagang and Jiangsu Yangtze Petrochemical terminals which have already been disposed
- Excluding after-tax gain of USD\$61.5M on disposal of interest in Yangzhou Terminal and Zhangjiagang Terminal as well as after-tax gain of USD\$7.1M from disposal of interest in Jiangsu Yangtze Petrochemical Terminal
- Terminal profit – Other expenses/cost = Adjusted net profit attributable to shareholders

Top 10 Terminal Contributors

	3Q2019	3Q2020
QPI	30.5%	26.9%
Yantian	20.0%	17.2%
PCT	8.7%	Guangzhou Nansha
Shanghai Pudong	6.7%	5.6%
Guangzhou Nansha	5.2%	COSCO-PSA
Shanghai Mingdong	4.8%	Beibu Gulf
Kumport	4.4%	3.7%
Xiamen Ocean gate	3.9%	PCT
COSCO-PSA	3.0%	Xiamen Ocean gate
Dalian Container	2.9%	COSCO-HIT
Total:	90.1%	Total:
		78.3%

(US\$ million) ⁽³⁾	3Q2019	3Q2020	YoY Change
Terminals Profit	80.4	93.7	+ 16.5%
- Other expenses/cost	(10.1)	(7.8)	n.a.
= Adjusted net profit attributable to shareholders ⁽²⁾	70.3	85.9	+ 22.2%

Financial Position – Continuous Enhancement in Balance Sheet and Cash Position

As at the end of September 2020, the Company's balance sheet and cash position have continuously improved:

- **Cash and cash equivalents of USD\$1,187M at the end of September 2020, up 28% compared to the end of FY19**
- **Net gearing ratio of 26.4% at the end of September 2020, which was 7.6 percentage points lower than that at the end of FY19**

(US million, unless stated otherwise)	As at 31 Dec 2019	As at 30 Sept 2020
Total assets	10,477	10,735
Net asset	5,765	6,066
Total debt	2,916	2,818
Cash and cash equivalents	927	1,187
Net debt to equity	34.0%	26.4%
Book value per share (HK\$) ⁽¹⁾	12.4	12.6

Notes:

(1) Book value per share is calculated by capital and reserves attributable to the equity holders divided by total number of shares issued as at the end of Sept 2020.

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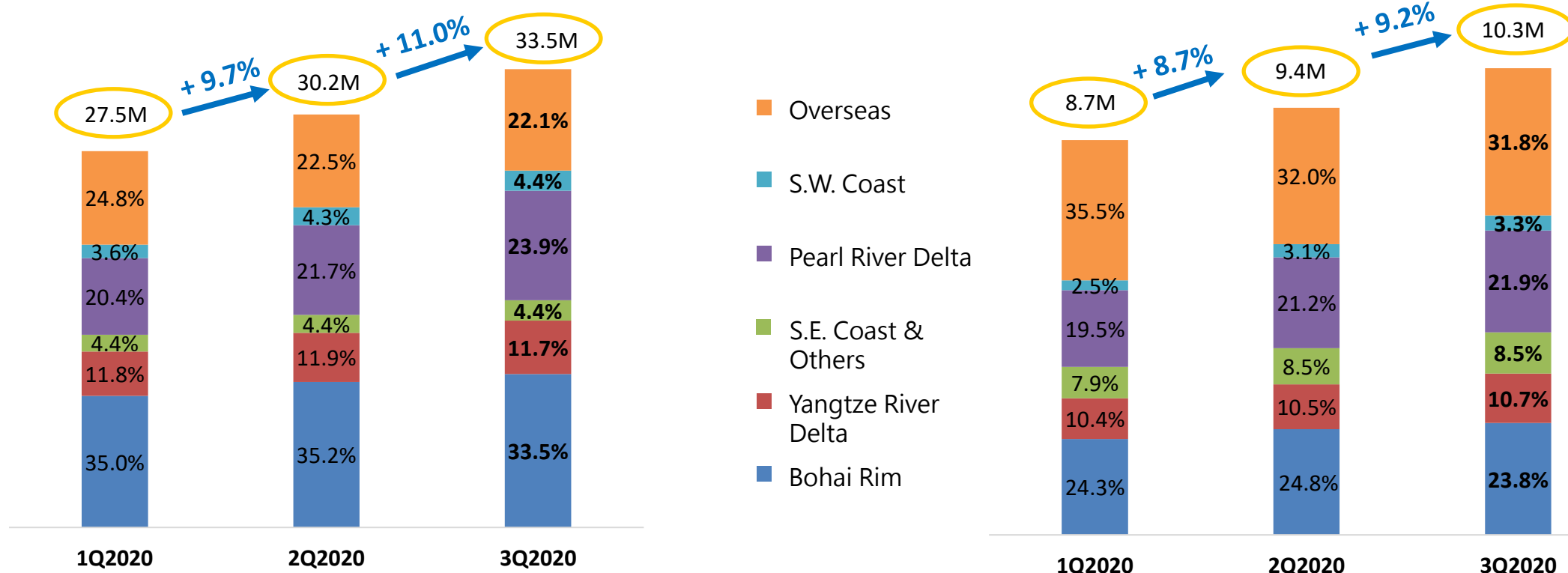


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Operational Results ⁽¹⁾ – Further Recovery in 3Q Throughput

Total Throughput ('000 TEU)	1Q2020	2Q2020	3Q2020
- Subsidiaries	5,098	5,404	5,969
- Non-subsidiaries	22,382	24,750	27,493
Total throughput	27,480	30,154	33,462

Equity Throughput ('000 TEU)	1Q2020	2Q2020	3Q2020
- Subsidiaries	3,298	3,459	3,787
- Non-subsidiaries	5,353	5,948	6,487
Equity throughput	8,651	9,406	10,274



Note:

(1) All throughput figures on this slide excludes throughput data from Nanjing Longtan, Yangzhou and Zhangjiagang terminals which have already been disposed

Worldwide M&A Opportunitites



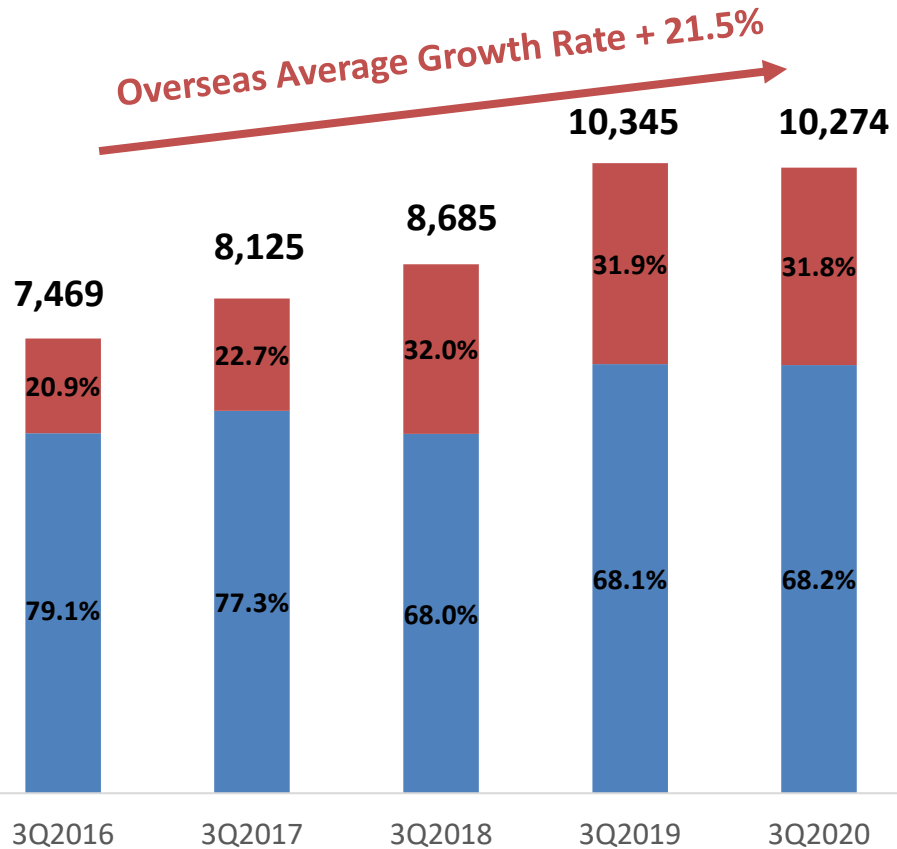
Terminals	Annual Designed Capacity (TEU)
PCT ⁽¹⁾	6,200,000
CSP Spain Group ⁽¹⁾	5,100,000
CSP Abu Dhabi ⁽¹⁾	2,500,000
CSP Zeebrugge ⁽¹⁾	1,300,000
Chancay ⁽¹⁾	1,000,000
Suez Canal	5,000,000
COSCO-PSA	4,850,000
Busan Port	4,000,000
Antwerp	3,700,000
Euromax	3,200,000
Kumpport	2,100,000
Seattle	400,000
Vado Reefer	250,000
Total	39,600,000

- Strategically pursue investment opportunities to create value to our shareholders
- Future M&A opportunities in the regions of Southeast Asia, Middle East, Africa and South America
- To target Hurdle rate at least **low double-digit equity IRR**

Note:
 (1) Overseas subsidiaries

Increasing Overseas Exposure

Equity Throughput by geographic location (in '000 TEU)



■ Greater China ■ Overseas

Asset Investments

CAPEX:
Investments – US\$147m
PP&E – US\$487m

Example:
• Euromax

CAPEX:
Investments – US\$128m
PP&E – US\$366m

Examples:
• COSCO-PSA (one new berth)
• CSP Abu Dhabi

CAPEX:
Investments – US\$57m
PP&E – US\$142m

Examples:
• QPI (Added equity interest to 19.79%)



CAPEX:
Investments – US\$1,267m
PP&E – US\$205m

Examples:
• QPI
• Nantong Tonghai
• CSP Spain Group
• CSP Zeebrugge
• CSP Wuhan

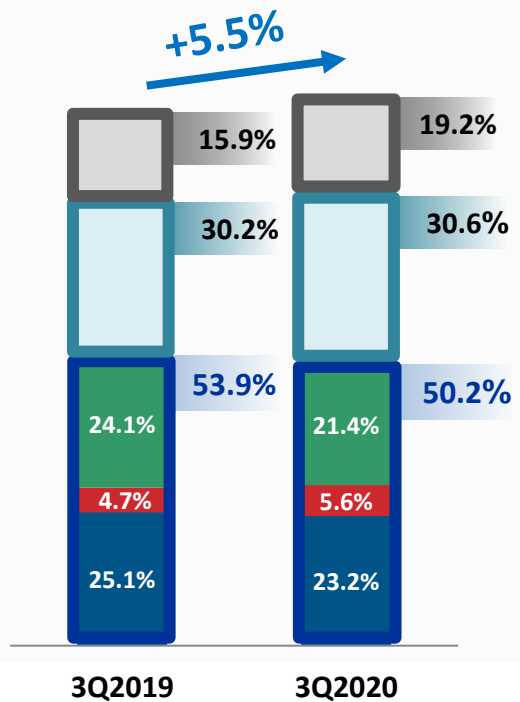
CAPEX:
Investments – US\$224m
PP&E – US\$400m

Examples:
• QPI (Added equity interest)
• Beibu Gulf Port (Added equity interest)
• 2 warehouses in CSP Zeebrugge terminal

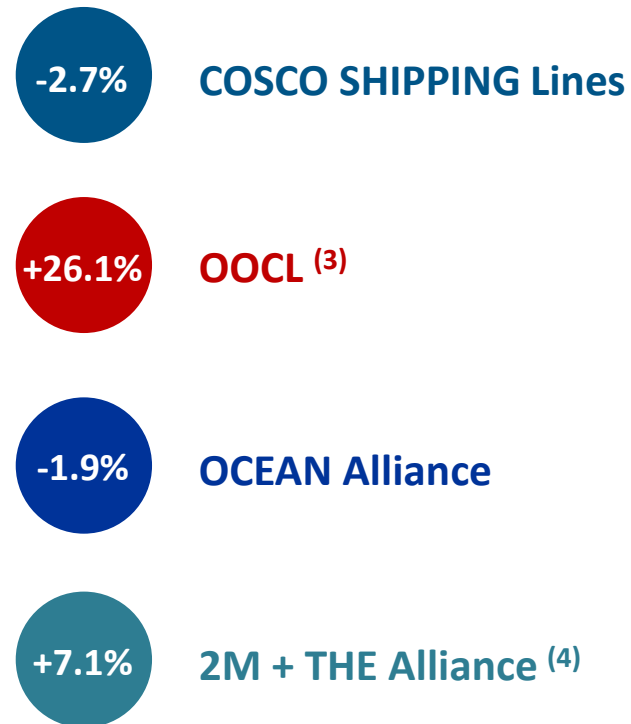
Enhance Synergy in the Subsidiaries– Secured Demand with Shipping Alliances ⁽¹⁾

Throughput from COSCO SHIPPING Lines, OOCL, Evergreen + CMA, 2M+THE Alliance and others as % of total throughput ⁽²⁾

■ COSCO SHIPPING Lines ■ OOCL ■ Evergreen + CMA
■ OCEAN Alliance ■ 2M + THE Alliance ■ Others



Growth in Throughput ⁽²⁾
(3Q2020 YoY Change)



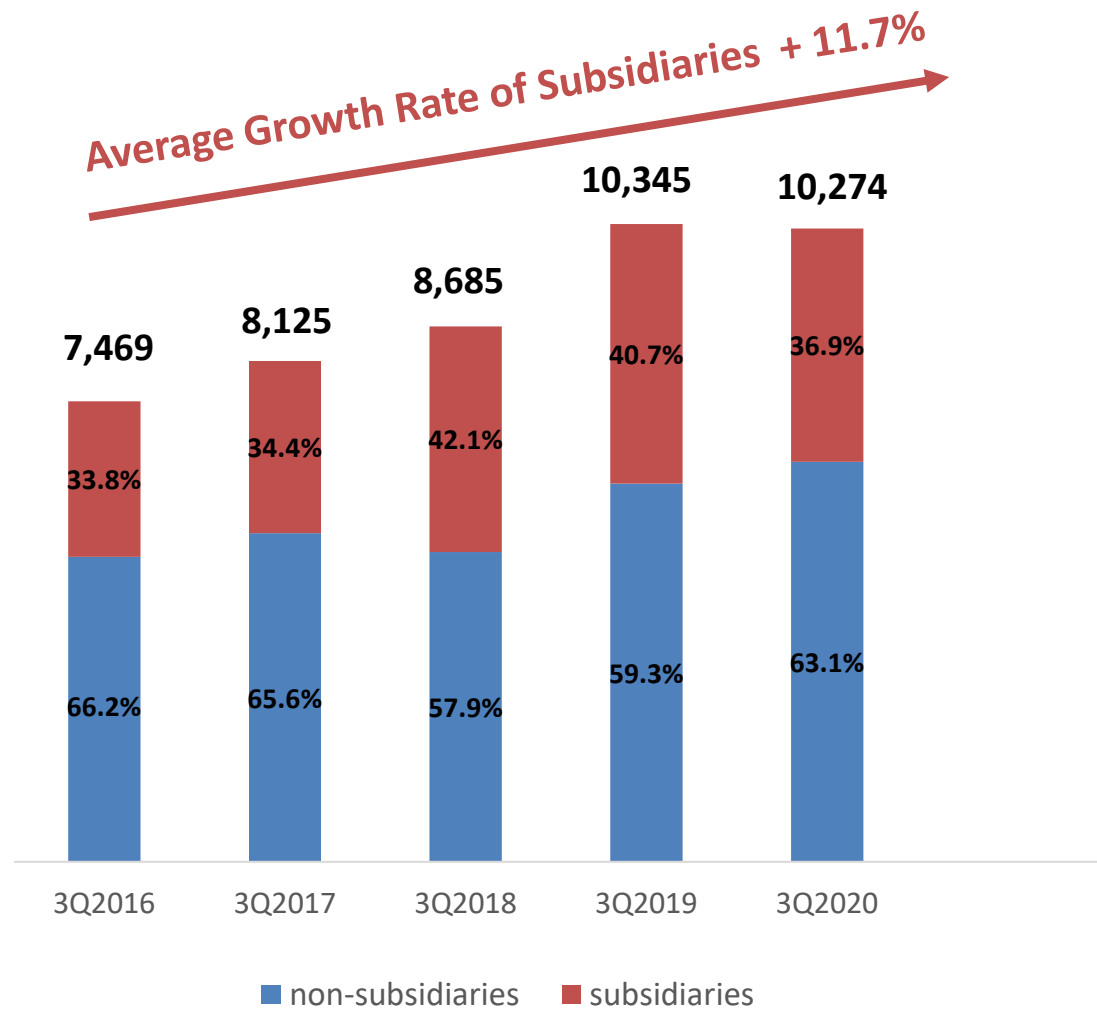
- Throughput from COSCO SHIPPING Lines and OCEAN Alliance remained stable, which accounted for 1/4 and 1/2 of total throughput
- Throughput from OOCL surged 26.1% YoY, of which PCT, Zeebrugge and Guangzhou Nansha increased significantly YoY during 3Q2020

Note:

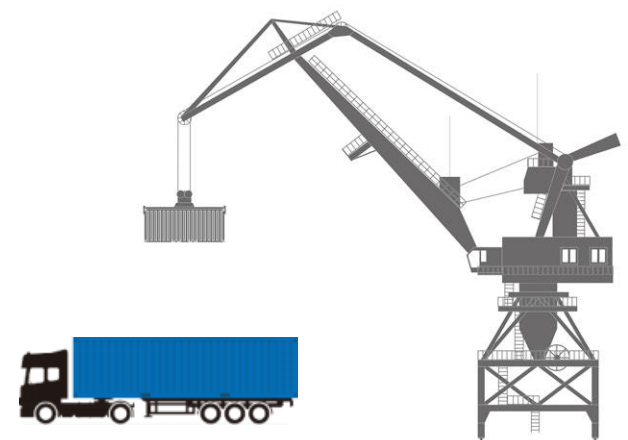
⁽¹⁾ Based on Alphaliner figures as at 27/10/2020, our major customers OCEAN Alliance, 2M and THE Alliance together were accounted for about 82% of global container fleet market shares.
⁽²⁾ Total throughput of 7 major subsidiary terminals at which 3 major Shipping Alliances call.
⁽³⁾ Throughput from OOCL at PCT, Zeebrugge and Guangzhou Nansha increased significantly YoY in 3Q2020.
⁽⁴⁾ Throughput from 2M and THE Alliance at Guangzhou Nansha and Lianyungang terminals increased YoY in 3Q2020.

Increasing Terminal Control and Management Capability

Equity Throughput in '000 TEU (in terms of terminals)



- With more control, we could provide more value-added services in our terminals, such as:
- Developing High-end warehouses and logistics parks
 - Promoting technology and innovation for efficiency improvement and cost reduction such as GSBN blockchain technology



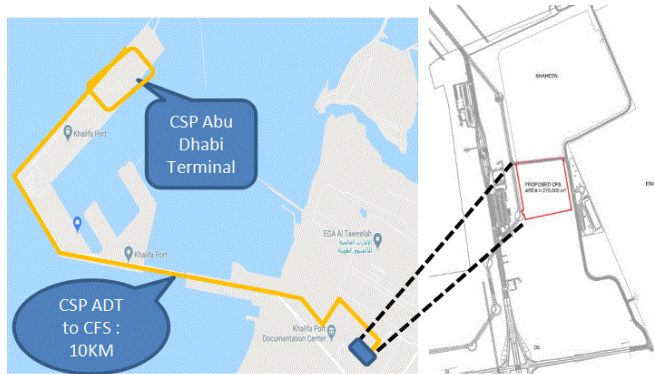
Promote Technology Development to Provided Value-added Services for Customers

	Total Area (sqm)	Warehouse Area (sqm)	Capex (Million)	Commencement date
CSP Abu Dhabi CFS Phase 1 ⁽¹⁾	273,970	50,666	77mUSD	Q42020
CSP Verbrugge CFS	77,869	41,580	13mEUR	Now operating
Nansha CFS	206,200	N/A	986mRMB	2022 Expected
Xiamen CFS	23,800	N/A	130mRMB	2022 Expected

GSBN

Further enhance terminals' informatization services level through the implementation of GSBN and blockchain technology

CSP Abu Dhabi CFS



CSP Verbrugge CFS



navis N4



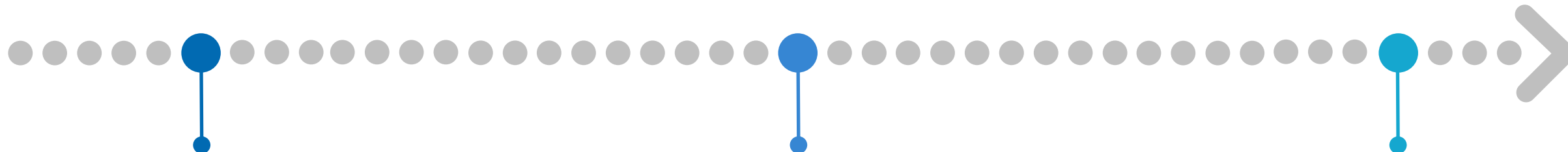
Quan Zhou Pacific Terminal will implement Navis N4 system in 2H2020.

Application of Navis N4 system to our subsidiaries in the coming 3-4 years

Note:

(1) The total warehouse area and estimated capex of phase 1 and 2 is about 105,225 sqm and approximately USD\$ 138 million.

Optimizing Terminal Assets Portfolio



The disposal of the interest in Yangzhou Yuanyang Terminal and Zhangjiagang Terminal was completed on 10 Feb 2020. The disposal gain after tax was approximately USD\$61M.

The PB ratio of these terminals was at about 1.7 times. CSPL has now traded at around 0.4 times, we believe that CSPL is deeply undervalued and the transaction is also value enhancing to our shareholders.

The after-tax gain for disposal of interest in Jiangsu Yangtze Petrochemical was approximately USD\$7M.

The PB ratio of this transaction was at about 1.5 times. Our management strongly believes that the disposal is also value-accretive to our shareholders.

It is expected that the Company will dispose its interest in Taicang Terminal in 2020.

We agreed to subscribe a 26% equity interest in Beibu Gulf Terminal. Beibu Gulf Terminal will benefit from the promotion and implementation of the “Western New Land and Marine Routes” strategy of the PRC, and is expected to share the benefits of economic growth and industrial development in Southwest China and Southeast Asia. Our strategy is to enhance our development in the Southwest region of China.

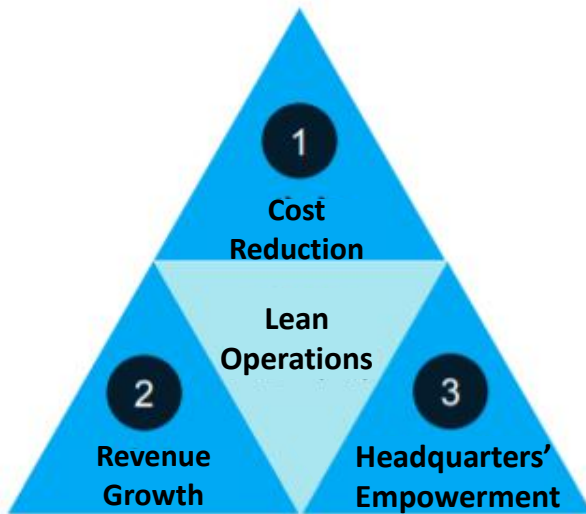
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Lean Operations – Cost Reduction

Cost Reduction



- **Establish the cost management system which focuses on financial management and control and bases on “cost per TEU”** to place great emphasis on the importance of ports operation and management. **Introduce “cost per TEU”** in the KPI to formulate operational cost control target of subsidiaries.
- **Accelerate informatization and digitization, unify terminal operating system and continue to implement Navis N4 system in the subsidiaries;** Base on Navis N4 system and SAP finance system, formulate the Company’s information management system, establish MIS system, unify the key operation and commercial index of terminals to enhance the automation construction of terminals.
- **Fine-tune cost analysis model, analyze the composition and percentage of terminal costs, set up operational cost control target and formulate cost control plan.** Cultivate the mindset of cost-oriented in marketing and daily operation, formulate feasible, systematic and effective measures with clear target. Find out cost-optimizing parts, procedures to enhance competitive advantage in cost reduction.

Lean Operations – Revenue Growth and Headquarters’ Empowerment

Revenue Growth

- **Build customer value analysis model** to mainly analyze the profit contribution from different shipping companies and different boxes to understand the profit comes from which customer and business. Headquarters and terminals can precisely target each customer based on the customer value analysis results and **formulate more effective marketing and negotiation strategies based on each terminals’ situation, in order to further tap customer value and improve terminals’ throughput and revenue.**
- **Enhance the Company’s overall sales and marketing, fine-tune marketing organization structure and maximize synergy.** Continue to optimize and enhance the Company’s overall operational capability, including strengthening sales and marketing teams’ capability of market insight and customers value analysis as well as supporting our ports’ networking and relationship with shipping liners systematically.
- **Innovate sales and marketing strategies and develop supply chain business.** The Company is actively developing the ports extended supply chain platform to enhance supply chain warehousing service based on terminals and establish logistics network leveraging on supply chain platform. CFS business also increases the number of shipping lines and the increase in shipping lines will bring more CFS and supply chain services demand.

Headquarters’ Empowerment

- **The Headquarters is empowered to be a co-solver of problems impeding cost reduction and revenue growth by the terminal operators,** as well as an enabler of good business decision making. Through the application approaches such as information visualization and lean operation center, it is realized that our company's role has transformed from “passive review” to “business partners” which improves our ports' performance in cost reduction and revenue growth.
- **Actively execute action plan and strengthen the operation and management of terminals.**

Lean Operations – Increase Revenue

- Strengthen overall marketing activities, formulate effective marketing and negotiation strategies to further tap customer value, in order to increase volume and revenue. Terminals maintain good relationship with shipping companies and have achieved some positive progress in introducing new shipping lines. Our Subsidiaries have added 28 shipping lines from January to September in 2020.
- Apart from maximizing synergy with parent company, we also cooperate with different shipping alliances to increase shipping calls at our terminals, in order to increase volume proportion from third party customers and optimize client portfolio
- We aim to increase revenue per TEU of our subsidiaries by around 4.5% and 2.7% YoY in 2020 and 2021 respectively, in order to further enhance profitability

Abu Dhabi Terminal

- ✓ In 2Q20, Abu Dhabi Terminal had 3 new shipping lines, including COSCO SHIPPING Line and THE Alliance, which contributed around 150 thousand TEU and accounted for 38.8% total throughput in 2019
- ✓ Actively enhance the collaboration with different alliances to realize synergy effects

Xiamen Oceangate

- ✓ In 3Q20, Xiamen Oceangate Terminal successfully introduced shipping line from Southeast Asia with 10 thousand TEU, accounting for 0.5% total throughput in 2019

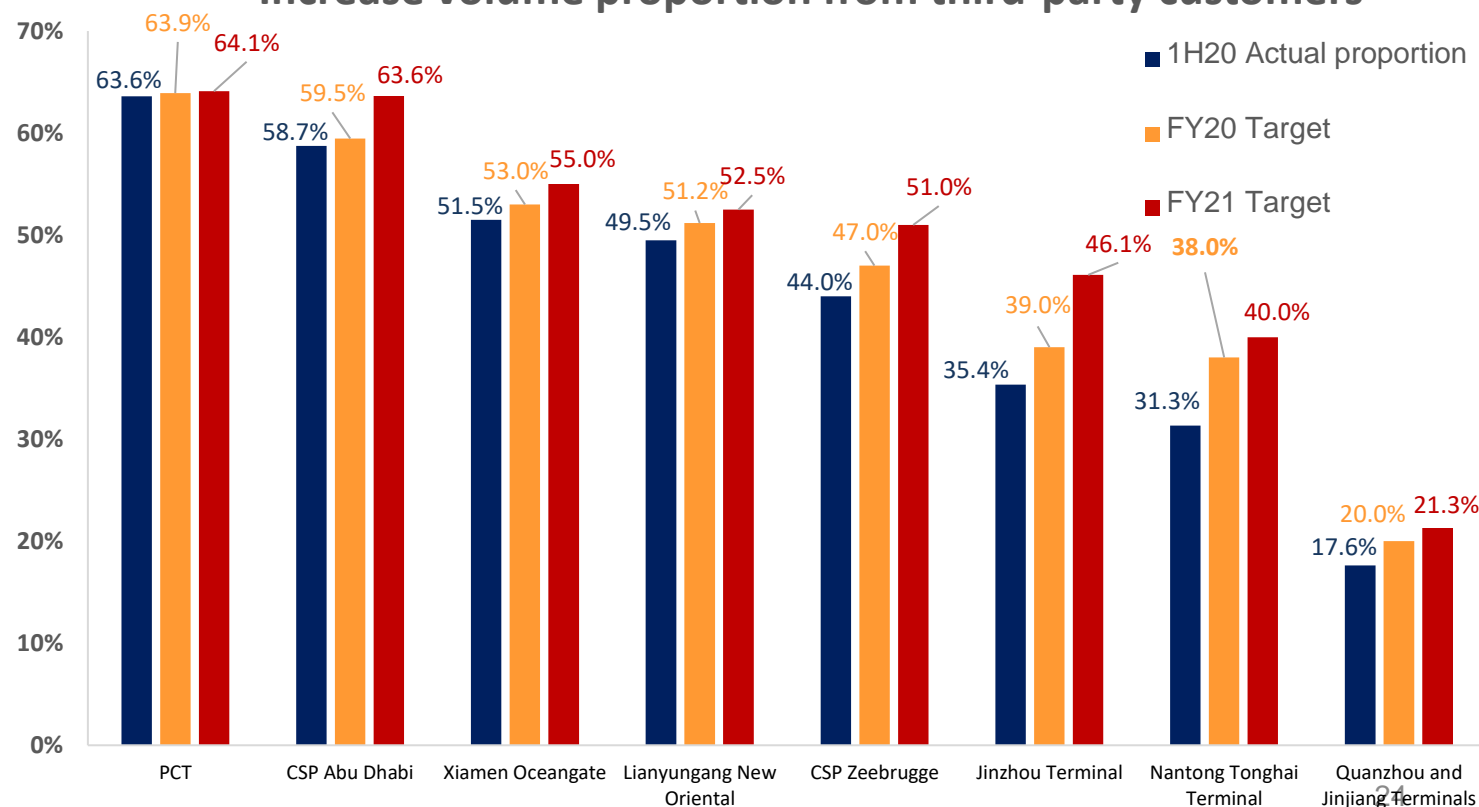
PCT

- ✓ PCT introduced 4 shipping lines in 2Q20, including 3 major shipping alliances, which brought around 150 thousand TEU and accounted for 2.9% total throughput in 2019
- ✓ The newly introduced shipping lines are expected to make up for the 1H20 lagging due to COVID-19

CSP Spain

- ✓ CSP Spain had 5 new shipping lines in 3Q20 with 130 thousand TEU, including 2M, which accounted for 3.6% total throughput in 2019

Increase volume proportion from third-party customers (1)



Note:

(1) Third party refers to throughput contributed by other shipping companies, excluding those from parent company and OOCL

Lean Operations – Cost Control

Four measures to improve lean operations and cost control capabilities

- ✓ Innovatively set up ports operations management COE Team
- ✓ Establish cost control incentive system
- ✓ Formulate four-stage cost control and supervision system, including 1) terminals; 2) Operations Center and COE Team; 3) Audit & Supervision Department supervise the work; 4) In terms of long-term problem which can not be effectively solved regarding cost control, introduce personnel change and disciplinary inspection when necessary
- ✓ Set up centralized procurement system based on the principle of making as many necessary purchases as possible from the same supplier

A series of cost control measures

- ✓ Actively promote and enhance automation in the terminal to improve efficiency and lower outsourcing cost
- ✓ Evaluate the allocation of human resources and maximize human resources by one job post with multi-functions or change of job to lower labor cost
- ✓ Improve the working efficiency of cranes to reduce equipment electricity and fuel cost
- ✓ Increase durability of equipment by in-house maintenance to lower maintenance expense

- Our Terminals highly value the cost control system, focusing on cost per TEU. Hence, we incorporated the “cost per TEU” concept into KPI and established operating cost control goals for subsidiaries in order to effectively implement cost control measures within the operational system.
- The Company has set up overall cost control target of 2020 – to save cost by RMB 100 million.

4Q2020 Throughput Outlook

Challenges

- Some overseas terminals are still affected by COVID-19
- Sino-US trade tensions

Opportunities

- Potential for profitability improvement under the effective Lean Operations strategy
- A rebound in throughput of domestic terminals since April as we have been always ready to grasp opportunities

- Global economic growth looks stagnant, some companies have cut or even cancelled dividend. However, through asset disposal, our Company is able to optimize the asset portfolio, fuel the future profit and maintain our dividend policy to reward our shareholders.
- The negative impact from Covid-19 on the ports industry has gradually eased. Throughput in the recent two quarters shows strong signs of recovery.
- The Company will actively enhance the gateway ports network and further strengthen supply chain to build terminal network in Middle East, Africa, Southeast Asia and South America.

Dedicated to implementing Lean Operations

Enhance the Company's profitability progressively



中遠海運港口有限公司
COSCO SHIPPING Ports Limited

Q & A Session
Thank you!



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Upgrading with Professionalism for Quality Enhancement

Upgrading with Professionalism



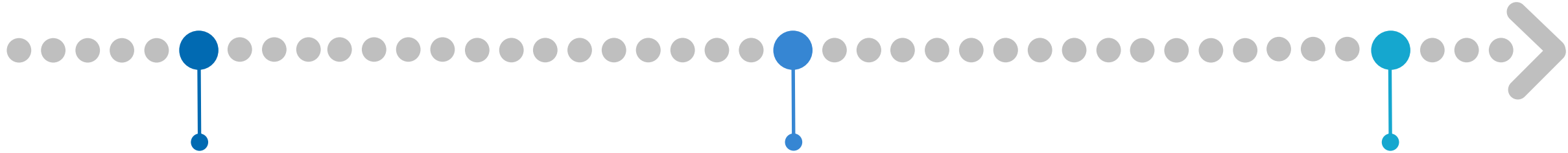
1. Senior management team > an average of 20 years of experiences in shipping and port industry
2. Effective strategies: Globalization, Synergy and Control
3. Terminal extension business, e.g. terminal extended business to Guangzhou, Abu Dhabi, Nantong, Xiamen, Wuhan and other regions

Quality Enhancement



1. Strong capability and professionalism, e.g. PCT and Xiamen
2. Improving portfolio quality by adding good projects but disposing of under-performing assets strategically

On Track to Achieve Our 5-Year Target



2016

Restructuring

- ◆ As a pure port operator
- ◆ 3 core strategies

2019

Where we were

- ◆ No. of subsidiaries increased to 16 (FY2016: 10)
- ◆ Industry leader in terms of total container throughput

2021

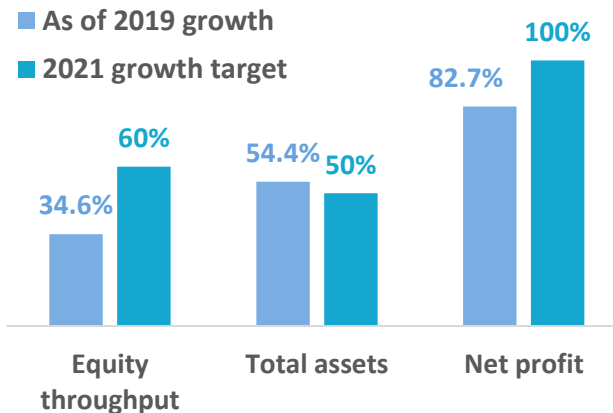
Vision

Operations:

- ◆ Global terminal network
- ◆ Linkage effects in costs, services and synergies
- ◆ Increasing subsidiaries

Financials:

- ◆ Higher return from existing portfolio
- ◆ Further improved asset quality after M&A and divestment
- ◆ Strong free cash flow and healthy balance sheet



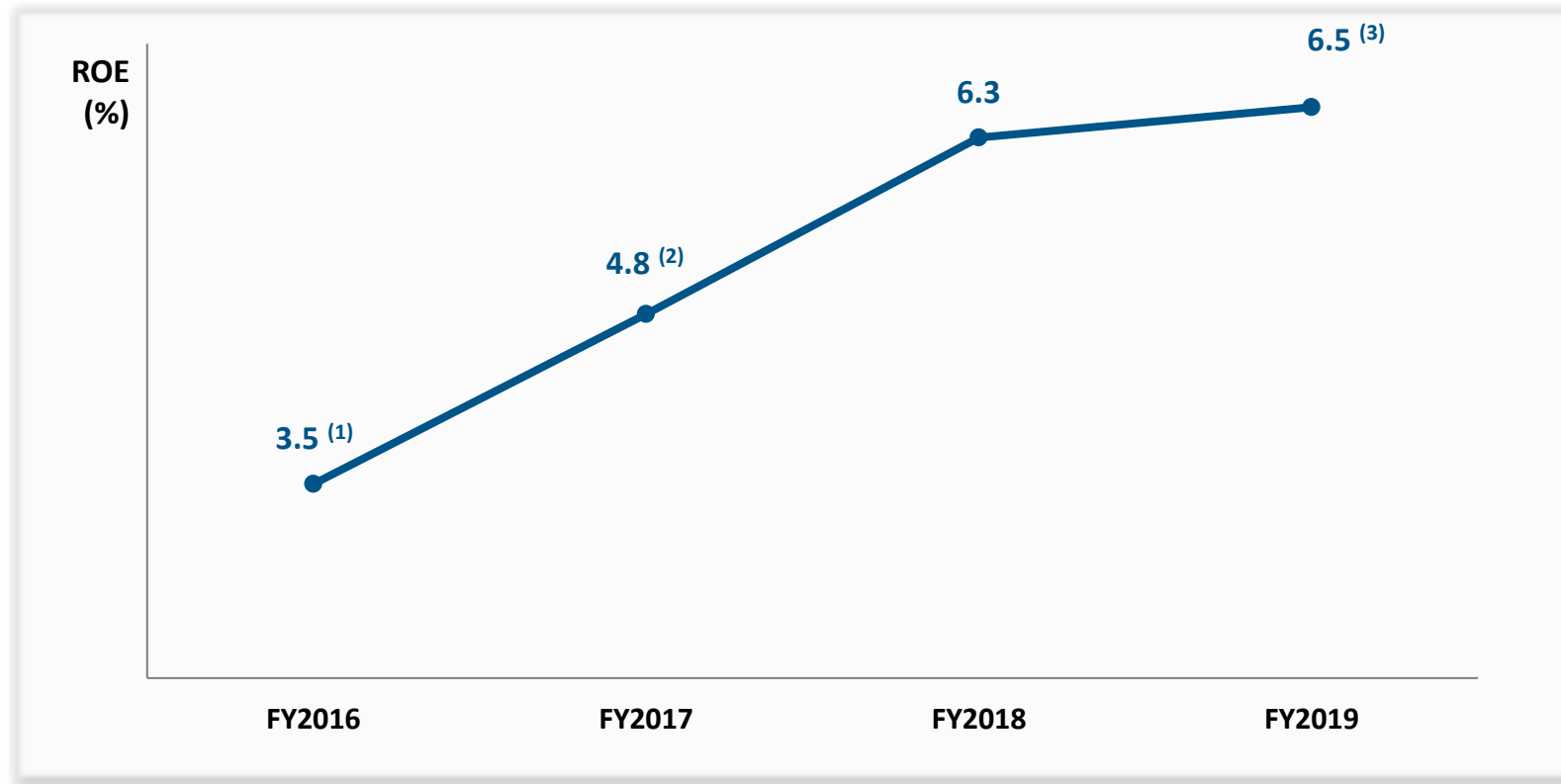
	2016 Base Year	Change	2021 Target
Equity throughput	29.5 mn TEU	+60%	47.2 mn TEU
Total assets	US\$6,786.5 mn	+50%	US\$10,179.8 mn
Net profit	US\$180.9 mn ⁽¹⁾	+100%	US\$361.8 mn

Notes:

(1) Excluding one-off gain from disposal of Florens.

(2) Excluding one-off dilution effect on equity interests in QPI of US\$22.6M

Return On Equity (ROE) Improvement – Newly Acquired Terminals to Catch Up



Note:

- (1) Excluding one-off gain of FCHL transaction of US\$59.0 m and three months of share profits of FCHL of US\$7.1 m
- (2) Excluding one-off gain of QPI transaction of US\$285.4 m
- (3) Excluding one-off loss of QPI dilution effect of US\$22.6 m

Incentive Scheme – Aligning Shareholders’ Interests

- A total of about 53 million share options were granted to around 238 eligible employees under the share option scheme on 19 June 2018.
- Exercising criteria are in line with shareholders’ interests.

Batch No. of Share Options Vested	Percentage of Options Vested	Exercise Period	Return on Net Assets ³	Growth Rate of Revenue ³	EVA Indicator
1 st batch	33.3%	Commencing on the first trading day after the expiration of the Restriction Period ¹ and ending on the last trading day of 60 months from the Grant Date ²	≥ 6.0% ⁴	≥ 15.0% ⁵	Must reach assessment target ⁶
2 nd batch	33.3%	Commencing on the first trading day after the expiration of the 36 months from the Grant Date and ending on the last trading day of 60 months from the Grant Date ²	≥ 6.5% ⁴	≥ 25.0% ⁵	Must reach assessment target ⁶ and EVA > 0
3 rd batch	33.4%	Commencing on the first trading day after the expiration of the 48 months from the Grant Date and ending on the last trading day of 60 months from the Grant Date ²	≥ 7.0% ⁴	≥ 40.0% ⁵	Must reach assessment target ⁶ and EVA > 0

Notes:

- 1. Restriction Period refers to Share Options cannot be exercised during the two-year period commencing from the Grant Date*
- 2. Grant Date is 19 June 2018*
- 3. The figure shall not be lower than the average of the selected peer benchmark enterprises*
- 4. Return on net assets (after extraordinary gains and losses) in the financial year immediately preceding the vesting of the Share Options*
- 5. Growth rate of revenue in the financial year immediately preceding the vesting of the Share Options as compared to that in the financial year immediately preceding the Grant Date*
- 6. The EVA indicator accomplished for the financial year immediately preceding the vesting of the Share Options*

Sustainability Framework

- ◆ Providing a healthy and safe working environment
- ◆ Building an inclusive, diversified and sustainable workforce



- ◆ Ensuring operational compliance
- ◆ Promoting inclusive development

- ◆ Transitioning to “Green Ports”
- ◆ Managing energy consumptions and emission to respond to climate change

- ◆ Enhancing supply chain management
- ◆ Fostering fair operating practices

- ◆ Harnessing the power of technology
- ◆ Strengthening our global terminal network

Aligning Global Principles

We support the Sustainable Development Goals (SDGs) of the United Nations and identify how these global sustainability challenges relate to our business and integrate them into our daily operations:



Global Recognition and Advocacy:



Greater China Portfolio (As of the end of September 2020)



Region	Annual Designed Capacity (TEU)
Bohai Rim	31,450,000
Yangtze River Delta	15,520,000
S.E. Coast & others	9,000,000
Pearl River Delta	25,600,000
S.W. Coast	12,000,000
Total	93,570,000

Disclaimer

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Thank you!

