



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



## Press Release

### **COSCO SHIPPING Ports Announces the Strategic Investment by The Port of Zeebrugge in CSP Zeebrugge Terminal to Further deepen the cooperation**

**Hong Kong, 25 May 2018** – COSCO SHIPPING Ports Limited (“COSCO SHIPPING Ports” or “CSP” or the “Company”, SEHK: 1199), the world’s leading container ports operator, today announced that the Port of Zeebrugge, the port authority of the Zeebrugge port, has signed a sale and purchase agreement with the Company’s subsidiary for the strategic investment of 5% stake in CSP Zeebrugge Terminal NV (“CSP Zeebrugge”).

CPS Zeebrugge became a wholly owned subsidiary of CSP in November 2017 after the Company acquired 76% stake from the previous owner. As the second largest port in Belgium, the Zeebrugge port enjoys favourable geographical position. CSP Zeebrugge is close to Hamburg and Le Havre and is within a short distance of Great Britain. Being a transportation hub for traffic in all directions, CSP Zeebrugge has a good network of road and rail connections to all countries of Continental Europe, and to other ports in Northwest, Central and Eastern Europe. In addition, Zeebrugge port is a natural deep-water harbour and is capable of satisfying the needs of mega-vessels. CSP Zeebrugge is the first terminal in Northwest Europe in which COSCO SHIPPING Ports holds a controlling stake and will facilitate the Company in establishing its major hub ports and global strategic focal point.

Prior to the strategic investment made by the Port of Zeebrugge, a signing ceremony was held in Brussels in January 2018 between the two parties for the concession terms of CSP Zeebrugge Terminal. COSCO SHIPPING Ports believes that the strategic investment by the Port of Zeebrugge in CSP Zeebrugge should help deepen the cooperation between the two parties. The strategic partnership should further enhance the terminal services by providing more efficient and high-quality services to shipping companies and capture the economic opportunities emerging around the Port of Zeebrugge.

Furthermore, it is also the will of both companies in developing CSP Zeebrugge into not only a maritime crossroads but also an ultra-logistics platform to serve continental Europe and the British Isles. COSCO SHIPPING Ports will work closely with the Port of Zeebrugge on the Maritime Logistic Zone.

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Seated: Mr. ZHANG Dayu, Deputy Managing Director, COSCO SHIPPING Ports (right), Mr. Vincent DE SAEDELEER, Vice President, Port of Zeebrugge (left).

Mr. FANG Meng, Deputy Managing Director, COSCO SHIPPING Ports (right), Mr. Charles WANG, Chief Representative, Asia Pacific Affairs, Port of Zeebrugge (left).

**About COSCO SHIPPING Ports (<http://ports.coscoshipping.com>)**

COSCO SHIPPING Ports Limited (Stock Code: 1199.HK), is a leading ports operator in the world, its terminals portfolio covers the five main port regions in Mainland China, Southeast Asia, Middle East, Europe and the Mediterranean. COSCO SHIPPING Ports has adopted “The Ports for ALL” as its mission and is working towards creating a synergistic platform that offers mutual benefits to all in the shipping industry, connecting global routes and becoming truly “the ports for all people”. The controlling shareholder of COSCO SHIPPING Ports is COSCO SHIPPING Holdings Co., Ltd. and its ultimate parent company, China COSCO Shipping Corporation Limited is the largest integrated shipping enterprise in



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the world.

**For more details, please visit the Company's website <http://ports.coscoshipping.com>.**

**About the Port of Zeebrugge ([www.portofzeebrugge.be/en](http://www.portofzeebrugge.be/en))**

The port of Zeebrugge is managed by the Port authority/MBZ nv. the city of Bruges being the main shareholder. The company was established in 1895 and is responsible for the technical, nautical and commercial aspects of the port management. The port authority is responsible for large infrastructure works such as the construction of quay walls and jetties, terrain paving and road works. Also the maintenance of this infrastructure lies within its competence. Port terrains are given into concession to private operators (terminals). In addition to the concessions, the Port authority has two other main sources of revenue: the duty on vessel tonnage and the duty on vessel cargo. The coordination of the maritime traffic, the operation of the bridges and locks and the surveillance and security within the port borders fall within the competence of the Harbour Masters Office. In addition, the Port authority assists customers in the development of their port activities. It is also assigned to determine the port strategy and to optimize the opening-up of the port. In order to minimize the gap between port and society the Port authority must also inform the public on a continuous basis.

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