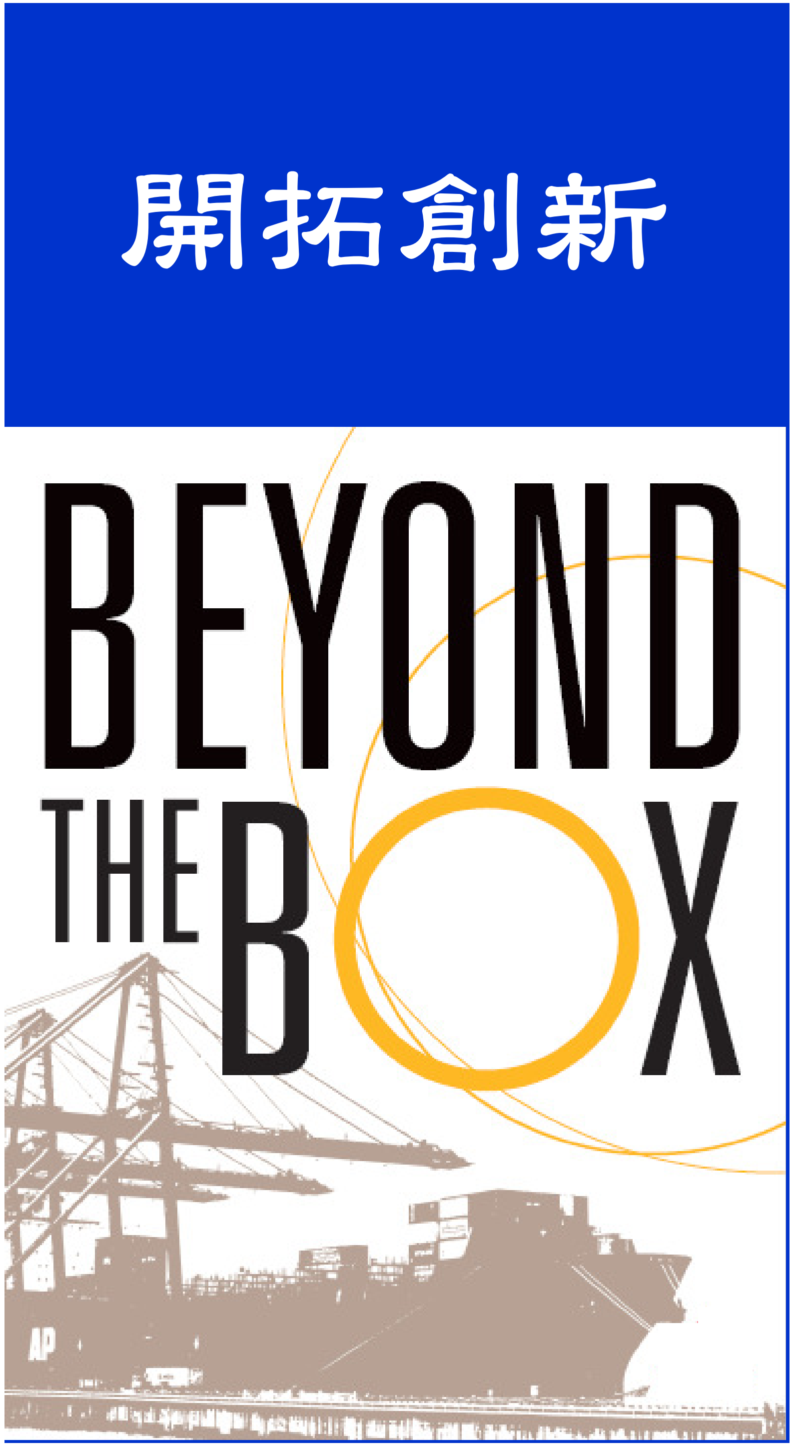


COSCO Pacific Limited
2007 Final Results

Press Conference

7 April 2008

FY 2007 results highlights

- Net profit of US$427.8 million up by 47.0%
- Dividend payout ratio of 56.6% (2006: 56.6%)
- Terminal division became the largest profit contributor and generated US$128.3 million rose by 27.5%
  - Total throughput increased by 21.5% to 39.8 million TEUs ranking as the 5th largest global container terminal operator
  - Expanded our global business network by investing in Qingdao, Xiamen, Quanzhou, Yangzhou in China and Port Said in Egypt
- Continued delivering on asset light strategy to expand container leasing fleet capacity by 21.5% to 1.52 million TEUs ranking as the 2nd largest container fleet company in the world with 13.2% market share (2006: 11.9%)
- Disposed non-core assets to build solid foundation for future growth

Satisfactory results

	FY 2007 US$'000	y-o-y	FY 2006 US$'000
Turnover	298,948	+0.5%	297,473
Operating profit Note 1	212,256	+5.5%	201,124
Finance income	10,466	-17.1%	12,621
Finance costs	(49,878)	+12.8%	(44,203)
Operating profit after finance income and finance costs	172,844	+1.9%	169,542
Share of profits less losses of			
associated companies Note 2	80,326	-9.8%	89,042
jointly controlled entities	106,933	+25.7%	85,070
Profit on disposal of Chong Hing Bank Limited	90,742	-	-
Profit before income tax	450,845	+31.2%	343,654
Income tax expenses Note 3	(17,796)	-63.8%	(49,196)
Profit for the year	433,049	+47.1%	294,458
Profit attributable to:			
Equity holders of the Company	427,768	+47.0%	291,082
Minority interests	5,281	+56.4%	3,376
Profit attributable (before CIMC Put Options financial effect) to:			
Equity holders of the Company	372,587	+7.6%	346,263
Basic earnings per share (after CIMC Put Options financial effect) (US cents)	19.09	+45.3%	13.14

Note 1: Included the net profits before tax of disposal of 135,956 TEUs of containers (2006:600,082 TEUs) of US$25,975,000 (2006:US$84,454,000 and finder fee of US$15,240,000).
Note 2: Shanghai Pudong Terminals was reclassified from an associate to a jointly controlled entity effective from 1st January 2007.
Note 3: Included US$675,000 (2006: US$34,259,000) net tax charge for the disposal of sold containers.

Terminal – the largest profit center

FY2007 NET PROFIT
US$427.8m ↑ 47%

TERMINAL
US$128.3m ↑27.5%

CONTAINER LEASING, MANAGEMENT AND SALE
US$118.0m ↓36.0%

LOGISTICS
US$19.2m ↑6.0%

CONTAINER MANUFACTURING
US$68.4m ↓5.4%

Disposal of 20% interest of CHONG HING BANK
US$90.7m

- 87 operating berths handled 39.8m TEUs rose by 21.5%
- 15 newly operating berths and the first full year throughput contribution of Quanzhou Pacific accelerated total throughput growth
- 4 berths under construction in Tianjin North Port and Xiamen Haicang will commence operation in 2008 and 2009
- Expanded terminal portfolio by adding 25 new berths to 140

- Fleet capacity grew by 21.5% to 1.52m TEUs with utilization rate of 94.5%
- Owned and managed containers mix with 49.8 : 50.2
- Sale and managed back containers of 135,956 TEUs with net profit before tax of US$26.0m
- Disposal of returned containers of 56,759 TEUs generated US$6.6m disposal gain

- Disposal of 87m shares of Chong Hing Bank at HK$24 per share with total consideration of US$268m
- Increased interests in CIMC from 16.23% to 21.80% by acquisition of 148m CIMC ‘B’ shares as at 24 March 2008

A leading global port operator

TERMINAL

- Expanded our global terminal network by new investments in 2007
  - China: Ports of Qingdao, Xiamen, Quanzhou, Yangzhou
  - Overseas: Port Said in Egypt
- Expanded terminal portfolio
  - Number of ports: 18
  - Terminal operations: 27
  - Number of berths: 140
  - Operating container berths: 87
  - Operating capacity: 47.5m TEUs
- 2007 Throughput: 39.8m TEUs

Top 10 global port operators

Ranking	Company	Market Share
1	HPH	13.8%
2	APM Terminals	11.8%
3	PSA	10.7%
4	DP World	9.4%
5	**COSCO Pacific**	**5.0%**
6	Eurogate	2.7%
7	Evergreen	2.1%
8	MSC	2.0%
9	SSA Marine	1.7%
10	HHLA	1.5%

Source: Drewry Shipping Consultants (September 2007)

Outstanding throughput performance

TERMINAL

- Throughput increased by 21.5% to 39.8m TEUs
  - Bohai Rim: +26.1%
  - Yantze River Delta: +7.4%
  - Pearl River Delta & Southeast Coast: +21.6%
  - Overseas: +58.5%
- 15 new operating berths in 2007 accelerated throughput growth
  - Nansha (II): 6
  - Ningbo Yuan Dong: 1
  - Yantian (III): 2
  - Suez Canal (I): 4
  - Yangzhou Jiangdu: 2

Container Throughput	FY 2007 (TEUs)	y-o-y
Bohai Rim	**16,931,145**	**+26.1%**
Qingdao Qianwan Container Terminal	8,237,501	+21.7%
Qingdao Cosport Container Terminal	1,005,439	+35.1%
Dalian Port Container Co., Ltd.	3,723,833	+29.1%
Dalian Port Container Terminals	850,359	+102.0%
Tianjin Five Continents Container Terminal	1,988,456	+12.1%
Yingkou Container Terminal	1,125,557	+34.4%
Yangtze River Delta	**8,307,080**	**+7.4%**
Shanghai Container Terminal	3,446,135	-6.9%
Shanghai Pudong Container Terminal	2,723,722	+2.8%
Zhangjiagang Win Hanverky Terminal	601,801	+32.0%
Yangzhou Yuanyang Terminal	253,772	+13.8%
Nanjing Longtan Terminal	950,289	+35.7%
Ningbo Yuan Dong Terminal	331,361	N/A
Pearl River Delta & Southeast Coast	**12,649,235**	**+21.6%**
COSCO-HIT Terminal	1,846,559	+9.3%
Yantian Container Terminal (Phase I,II & III)	9,368,696	+10.6%
Guangzhou South China Oceangate Terminal	577,196	N/A
Quan Zhou Pacific Container Terminal	856,784	+255.1%
Overseas	**1,945,504**	**+58.5%**
COSCO-PSA Terminal	833,892	+32.8%
Antwerp Terminal	792,459	+32.3%
Suez Canal Container Terminal S.A.E.	319,153	N/A
Total Container Throughput in Mainland China	**36,040,901**	**+20.6%**
Total Container Throughput	**39,832,964**	**+21.5%**

Future throughput growth driven by substantial stakes in terminal operations

TERMINAL

- **25 new berths investment**
  - **Qingdao New Qianwan: 10**
  - **Xiamen Haicang: 4**
  - **Quanzhou Jingjiang: 5**
  - **Yangzhou Jiangdu: 2**
  - **Suez Canal (II): 4**

- **Annual capacity growth**
  - **20 container berths: 12,150,000 TEUs**
  - **5 break bulk cargo berths: 6,050,000 Tons**

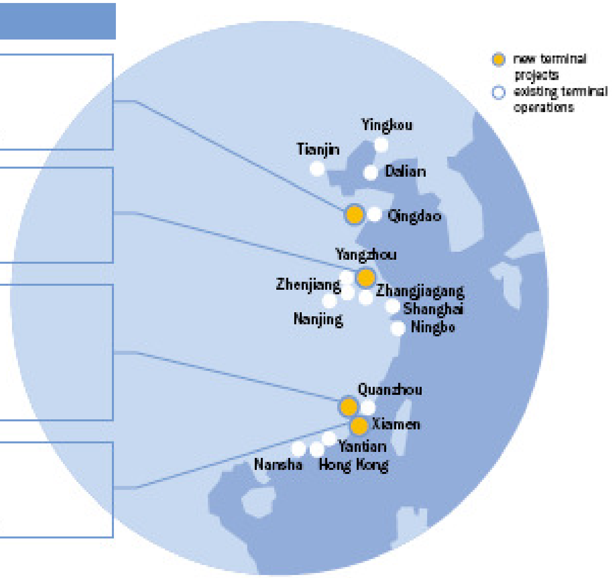
Terminal investments in China in 2007

Qingdao New Qianwan Terminal	
Shareholding	16%
No. of berths	10
Annual handling capacity	6,000,000 TEUs

Yangzhou Yuanyang Terminal	
Shareholding	55.59%
No. of break-bulk cargo berths	2
Annual handling capacity	1,850,000 Tons

Jinjiang Pacific Terminal	
Shareholding	80%
No. of berths	2
Annual handling capacity	800,000 TEUs
No. of break-bulk cargo berths	3
Annual handling capacity	4,200,000 Tons

Xiamen Yuanhai Terminal	
Shareholding	70%
No. of berths	4
Annaul handling capacity	2,800,000 TEUs



25 berths to be operating in >> 2007	2008	2009	2010	> 2011
Container berths -	5	6	5	4
Break bulk cargo berths 2	2	-	1	-

The second largest container leasing company in the world

CONTAINER LEASING MANAGEMENT SALE

- Owned and managed a container fleet of 1,519,671 TEUs increased by 21.5% and representing 13.2% global market share
- Owned containers: 757,053 TEUs (2006：620,728 TEUs)
- Managed containers：762,618 TEUs (2006：629,881 TEUs)
- Utilisation rate: 94.5% (2006：96.2%)
- Young fleet age: 3.75 years (2006：4years)

Top 10 container leasing companies in 2007 (Unit：TEUs)

Source：World Cargo News (Feb, 2008)

Note：The fleet size of Florens as at 31st December 2007

Container fleet movement

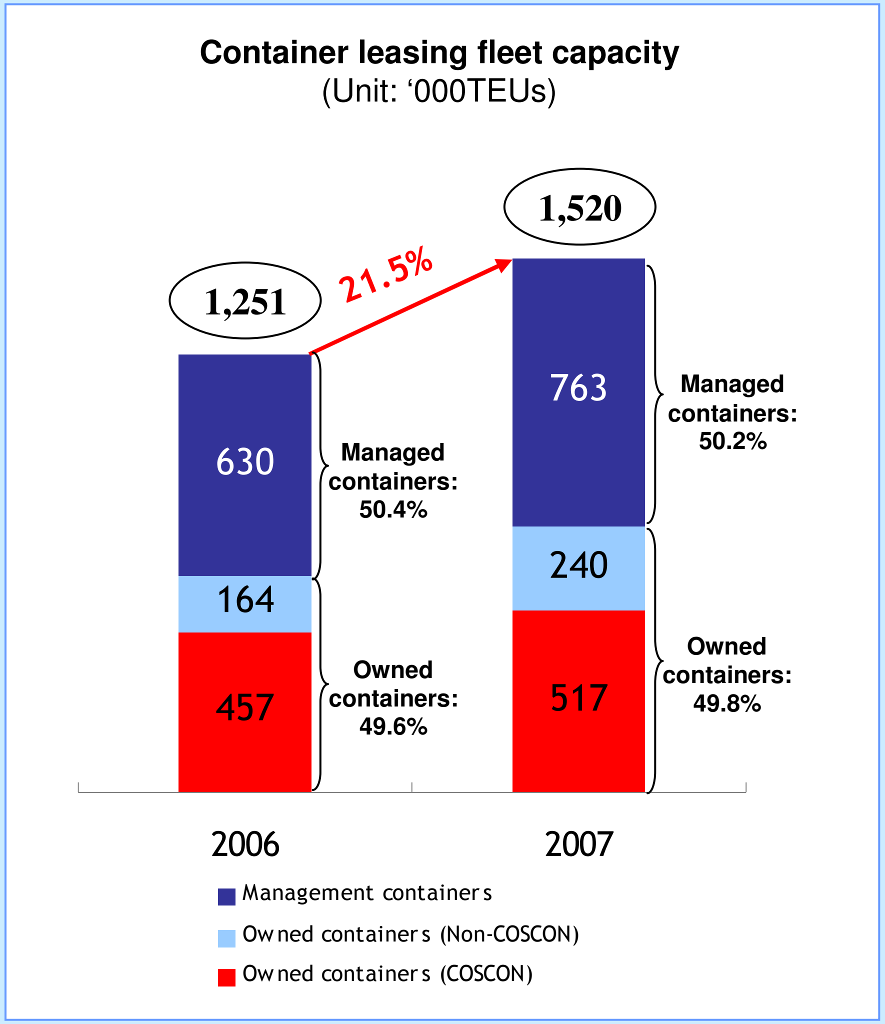
CONTAINER
LEASING
MANAGEMENT
SALE

Fleet Capacity Movement	2007 (TEUs)	2006 (TEUs)	y-o-y (%)
Fleet capacity as of 1st January	1,250,609	1,042,852	+19.9
New containers purchased	326,715	268,236	+21.8
Managed containers deposited by third parties	10,778	-	n.a.
Containers returned from COSCON upon expiry of leases			
— Total	(51,464)	(43,981)	+17.0
— Re-leased	502	648	-22.5
— Disposed of and pending for disposal	(50,962)	(43,333)	+17.6
Ownership transferred to customers upon expiry of finance leases	(469)	(172)	+172.7
Defective containers written off	-	(11)	-100.0
Total loss of containers declared and compensated by customers	(17,000)	(16,963)	+0.2
Fleet capacity as of 31st December	1,519,671	1,250,609	+21.5

Asset light model

CONTAINER LEASING MANAGEMENT SALE

- Sale and managed back transaction
  - Disposal of containers: 135,596TEUs (2006:600,082TEUs)
  - Net profit before tax: US$26.0m (2006:US$84.5m)
  - Receive management fee with 4% - 8% on operating profit
- Rationale for asset light strategy
  - Improve capital structure
  - Lower operational risk
  - Expand market share
  - Focus capital resource on ports



Healthy financial position

	FY 2007 (US$'000)	y-o-y	FY 2006 (US$'000)
Total assets	3,871,575	+29.6%	2,987,155
Total liabilities	1,096,916	+40.8%	778,954
Net assets	2,774,659	+25.7%	2,208,201
Total debt	914,034	+71.9%	531,598
Cash on hand	387,373	+72.4%	224,668
Net debt	526,661	+71.6%	306,930
NAV per share (HK$)	9.64	+24.7%	7.73
Basic earnings per share (after CIMC Put Options financial effect) (US cents)	19.09	+45.3%	13.14
Full Year dividend (US cents)	9.406	+6.3%	8.847
Payout Ratio*	56.6%	-	56.6%
Net debt-to-equity ratio	19.0%	+5.1pp	13.9%
Interest coverage	10.0x	1.2x	8.8x
Return on equity holders of the Company	17.5%	+3.1pp	14.4%
Return on net assets	17.2%	+3.0pp	14.2%

* Excluding CIMC Put Options financial effect of US$55,181,000

Major capital investments in 2008

	FY 2008 US$'000	y-o-y	FY 2007 US$'000
Terminals investment	605,361	+143.5%	248,632
Purchase of new containers Note1	464,310	-21.2%	589,455
Total	**1,069,671**	**+27.6%**	**838,087**

Note 1: In 2007, purchase of new containers was 326,715 TEUs and 135,956 TEUs of containers were disposed with a sale consideration of US$239 million. Net capex for new purchase of containers amounted to US$350 million.

Implementation of new strategy to enhance shareholder value….
we have to keep THINKING beyond the BOX

- China economy will be stimulated by strong growth in domestic consumption and domestic cargo volume is expected to increase. Furthermore, strong RMB supports China imports and stimulates near-term export growth slowdown led by US recession

- Continue to enjoy high degree of synergy with parent company

- Focus on ports as the principal earnings driver by strengthened terminal network via organic growth and further investments with our growth strategies
  - **CONTROL**: From an investment-based model to a controlling rights model
  - **GLOBALISE**: From a China focus to be a global player with a primary focus on China
  - **DIVERSIFY**: From a container terminals business to a diversified terminals portfolio
  - **REVALUE**: From a focus on maximizing profit to maximizing enterprise value

- Remain **asset-light** in container leasing to reduce operational risks and focus capital resources on port and terminal investments

- Maintain our position as a global leader in port and container leasing industries