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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)

CONTINUING CONNECTED TRANSACTIONS

The Board has been monitoring the Existing Continuing Connected Transactions. In view of the continuous development of the Group and based on the internal forecasts of forthcoming demand, the Board has decided to continue the Existing Continuing Connected Transactions after 31 December 2015.

In respect of the proposed annual caps for the year ending 31 December 2016 for the Renewed Continuing Connected Transactions Fully Exempt, the applicable percentage ratios are expected to fall below the de minimis threshold as stipulated under Rule 14A.76(1)(a) of the Listing Rules, and such transactions are therefore exempt from reporting, announcement, annual review and independent shareholders' approval requirements for continuing connected transactions under Chapter 14A of the Listing Rules.

In respect of the proposed annual caps for the year ending 31 December 2016 for the Renewed Continuing Connected Transactions Exempt from Independent Shareholders' Approval, the applicable percentage ratios are expected to be more than 0.1% but less than 5%. Therefore, such transactions, together with their respective proposed annual caps for the year ending 31 December 2016, are exempt from independent shareholders' approval and are only subject to the reporting, announcement and annual review requirements for continuing connected transactions under Chapter 14A of the Listing Rules.

In respect of the proposed annual caps for the year ending 31 December 2016 for the Renewed Non-Exempt Continuing Connected Transactions, the applicable percentage ratios are expected to be more than 25% but less than 75%. Therefore, such transactions, together with their respective proposed annual caps for the year ending 31 December 2016, are subject to the reporting, announcement, annual review and independent shareholders' approval requirements for continuing connected transactions under Chapter 14A of the Listing Rules. Such transactions also constitute major transactions of the Company under Rule 14.06(3) of the Listing Rules and are subject to the relevant major transaction requirements under Chapter 14 of the Listing Rules.

I RENEWAL OF EXISTING CONTINUING CONNECTED TRANSACTIONS

A. Background

The Board has been monitoring the Existing Continuing Connected Transactions. In view of the continuous development of the Group and based on the internal forecasts of forthcoming demand, the Board has decided to continue the Existing Continuing Connected Transactions after 31 December 2015.

B. General

1. *Connected Persons*

China Shipping is the controlling shareholder of the Company. Therefore, China Shipping and its associate(s) are connected persons (as defined in the Listing Rules) of the Company under the Listing Rules.

Each of CS Agency (Bangkok), CS Agency (Indonesia), CS Finance Company, CSS, Dalian Terminal, Shanghai Terminal and West Basin is an associate of China Shipping and is therefore a connected person (as defined in the Listing Rules) of the Company under the Listing Rules.

2. *General Principles, Price and Terms*

Each of the Existing Continuing Connected Agreements contains the binding principles, guidelines and terms and conditions in accordance with which any and all products and services contemplated thereby are to be provided by the relevant provider to the relevant recipient.

Each of the Existing Continuing Connected Agreements requires in general terms that:

- (a) the quality of such products and services to be provided should be satisfactory to the recipient;
- (b) the price at which such products and services are to be provided must be fair and reasonable; and
- (c) the terms and conditions on which such products and services are to be provided should be no less favourable to the Group than those offered from or to (as appropriate) the relevant connected persons, their subsidiaries and/or associates to or from (as appropriate) independent third parties; and offered from or to (as appropriate) independent third parties to or from (as appropriate) the Group.

3. *Price Determination*

Each of the Existing Continuing Connected Agreements (save and except for the Financial Services Framework Agreement) provides that each relevant product or service must be provided in accordance with the following general pricing principles:

- (a) state-prescribed prices;
- (b) where there is no state-prescribed price, then according to relevant market prices and on principle of fairness and reasonableness; or
- (c) where there is no market price, then according to the contracted price.

For the purpose of each of the Existing Continuing Connected Agreements:

“state-prescribed price” means the price set by the relevant laws, regulations and other governmental regulatory documents issued by the relevant departments of the PRC government. For example, for the continuing connected transactions under the First Master Loading and Unloading Agreement and the Second Master Loading and Unloading Agreement, certain categories of services (such as container stevedore lump-sum-fee, cargo shifting fee and port carriage fee for the domestic trade lanes and international trade lanes) are pertained to state-prescribed guidance prices whose sources are the Rules of Port Charging, the Measures of Port Charging on Domestic Water Route Container and relevant notices promulgated by the PRC Ministry of Transport and other authorities, which rules are of a guidance nature;

“market price” means the price at which the same or comparable type of products or services are provided from or to (as appropriate) independent third parties in the same area on normal commercial terms in the ordinary course of business. Procedures and mechanism for determining market price are as follows: (i) the relevant department of the Company will collect applicable data and market information (including quotes from independent third parties and reference to independent third party entities such as Platts) and prepare draft proposal; (ii) the relevant department will seek advice (such as conditions of facilities and quality of products or services) from shipping route operation department and relevant agents and submit revised proposal to its supervising department’s review; (iii) the relevant department will negotiate with transaction counterparties (including connected persons) based on such reviewed proposal; (iv) the Company will enter into implementation agreement based on results of negotiation; and (v) the executed implementation agreement will be forwarded to audit centre, finance department and shipping route operation department of the Company and relevant agents for recording and implementation; and

“contracted price” means the relevant cost incurred in providing such products or services plus a profit margin ranging from 0% to 12.25% thereof. For example, for the continuing connected transactions under the Master Provision of Crew Members Agreement, payment was calculated based on costs including expenses in respect of crew members incurred whilst on board vessels (such as basic salaries, performance bonuses, and other allowances and welfare benefits) and the expenses related to crew members incurred when they are not on board vessels plus the crew management fees charged at a unit rate for each vessel; and for products and services provided by the Group under the First Master IT Services Agreement, the costs consist of expenses invested by the Group for developing, upgrading and maintaining the IT system, and payment was calculated based on the IT system costs divided by the total container volume loaded by the Group during the year at a unit rate for each container.

4. *Term and Termination*

The initial term of each of the Existing Continuing Connected Agreements is three years, with effect from 10 May 2004, save and except for (i) the Revised Master Provision of Containers Agreement, the initial term of which is three years, with effect from 10 April 2007; (ii) the Financial Services Framework Agreement, the initial term of which is three years, with effect from 31 December 2009, (iii) the Master Tenancy Agreement, the initial term of which is three years, with effect from 31 December 2012, and (iv) the Master Purchase Agreement, the initial term of which is three years, with effect from 1 July 2013. Upon the expiry of such initial term, each of the Existing Continuing Connected Agreements shall automatically extend for further terms of three years (subject to compliance of the Listing Rules), unless any relevant party gives to the other party(ies) a written notice of termination at least three months prior to such expiry date.

During the term of each of the Existing Continuing Connected Agreements, termination of any implementation agreement described below may be effected from time to time by any one of the parties to the relevant implementation agreement providing at least a three months' written notice of termination to the other party(ies).

5. *Implementation Agreements*

It is expected that from time to time and as required, individual implementation agreements may be entered into between the Group and the relevant Connected Persons, and their respective subsidiaries and/or associates, as appropriate.

Each implementation agreement will set out the specific products and services requested by the relevant party and any detailed technical and other specifications which may be relevant to those products or services. The implementation agreements may only contain provisions which are in all material respects consistent with the binding principles, guidelines, terms and conditions in accordance with which such products and services are required to be provided as contained in the relevant Existing Continuing Connected Agreements.

As the implementation agreements are simply further elaborations on the provision of the products and services as contemplated by each of the Existing Continuing Connected Agreements, they do not constitute new categories of continuing connected transactions under Chapter 14A of the Listing Rules.

6. *Internal Control Procedures*

Before entering into any implementation agreements, the Company will implement the following procedures to ensure the terms offered by the relevant connected parties are no less favourable than those available from independent third parties:

- (i) the relevant executives of the relevant departments (such as operation department, finance department, directorate secretary office and equipment control centre) of the Company will review contemporaneous prices and other relevant terms offered by at least two independent third parties operating at the same or nearby area before the commencement of the relevant transaction, and ensure the terms offered by the relevant connected persons are fair and reasonable and comparable to those offered by independent third parties. In the case where the offers made by independent third parties are more favourable to the Company, the Company may take up those offers; and
- (ii) the supervision department of the Company will periodically review and inspect the process of the relevant continuing connected transactions.

By implementing the above procedures, the Directors consider that the Company has established sufficient internal control measures to ensure the pricing basis of each of the Existing Continuing Connected Transactions will be on market terms and on normal commercial terms and will be fair and reasonable to the Company and its shareholders as a whole.

The relevant departments (such as operation department, finance department, directorate secretary office and equipment control centre) of the Company will also collect statistics of each of the Existing Continuing Connected Transactions on a quarterly basis to ensure the annual caps approved by the Independent Shareholders or as announced are not exceeded.

C. Historical Caps, Historical Figures and Future Caps

The following tables set out the respective historical caps, historical figures and future caps of:

- (i) the Renewed Continuing Connected Transactions Exempt from Independent Shareholders' Approval, details of which are set out in Section E of Part I of this announcement; and
- (ii) the Renewed Non-Exempt Continuing Connected Transactions, details of which are set out in Section F of Part I of this announcement.

Table A – Renewed Continuing Connected Transactions Exempt from Independent Shareholders' Approval

(RMB'000)

Transactions under the	Historical Caps for 2013, 2014 and 2015		Historical Figures for 2013, 2014 and 30 September 2015		Future Caps for 2016	
(1) Master Ship Repair Services Agreement in respect of services to be provided to the Group	170,000	(2013)	75,580	(2013)	50,000	(2016)
	114,000	(2014)	47,432	(2014)		
	112,000	(2015)	20,743	(as of 30 September 2015)		

Transactions under the	Historical Caps for 2013, 2014 and 2015		Historical Figures for 2013, 2014 and 30 September 2015		Future Caps for 2016	
(2) First Master IT Services Agreement in respect of products and services to be provided to the Group	93,000	(2013)	43,054	(2013)	110,000	(2016)
	103,000	(2014)	29,955	(2014)		
	113,000	(2015)	31,199	(as of 30 September 2015)		
(3) First Master IT Services Agreement in respect of products and services to be provided by the Group	25,000	(2013)	14,094	(2013)	50,000	(2016)
	30,000	(2014)	13,970	(2014)		
	40,000	(2015)	0 <i>(Note (a))</i>	(as of 30 September 2015)		
(4) First Master Container Management Agreement in respect of services etc. to be provided to the Group	200,000	(2013)	150,070	(2013)	200,000	(2016)
	230,000	(2014)	178,912	(2014)		
	265,000	(2015)	134,770	(as of 30 September 2015)		
(5) Master Provision of Crew Members Agreement in respect of crew members etc. to be provided to the Group	41,000	(2013)	31,926	(2013)	740,000	(2016)
	620,000	(2014)	506,001	(2014)		
	850,000	(2015)	551,391	(as of 30 September 2015)		
(6) Master Liner Services Agreement in respect of services to be provided by the Group	271,000	(2013)	155,343	(2013)	329,000	(2016)
	297,000	(2014)	113,616	(2014)		
	329,000	(2015)	74,516	(as of 30 September 2015)		
(7) Revised Master Provision of Containers Agreement in respect of containers to be leased to the Group	500,000	(2013)	182,287	(2013)	180,000	(2016)
	550,000	(2014)	154,107	(2014)		
	600,000	(2015)	113,478	(as of 30 September 2015)		
(8) Master Supply Agreement in respect of products and services to be provided to the Group	2,946,000	(2013)	2,127,274	(2013)	1,150,000	(2016)
	3,185,000	(2014)	1,462,340	(2014)		
	3,431,000	(2015)	892,398	(as of 30 September 2015)		
(9) First Master Liner and Cargo Agency Agreement in respect of services to be provided to the Group	693,000	(2013)	587,593	(2013)	800,000	(2016)
	795,000	(2014)	574,328	(2014)		
	913,000	(2015)	480,265	(as of 30 September 2015)		
(10) First Master Loading and Unloading Agreement and Second Master Loading and Unloading Agreement in respect of services to be provided to the Group	748,000	(2013)	583,709	(2013)	1,100,000	(2016)
	1,330,000	(2014)	1,211,294	(2014)		
	2,120,000	(2015)	1,020,528	(as of 30 September 2015)		

Transactions under the	Historical Caps for 2013, 2014 and 2015		Historical Figures for 2013, 2014 and 30 September 2015		Future Caps for 2016	
(11) Revised Master Provision of Containers Agreement in respect of containers to be purchased by the Group	488,000	(2013)	479,025	(2013)	820,000	(2016)
	910,000	(2014)	682,779	(2014)		
	1,300,000	(2015)	1,054,192	(as of 30 September 2015)		
(12) Financial Services Framework Agreement in respect of settlement services to be provided to the Group	4,442,130	(2013)	45,944	(2013)	1,142,262	(2016)
	5,076,720	(2014)	522,325	(2014)		
	5,711,310	(2015)	178,497	(as of 30 September 2015)		
(13) Master Tenancy Agreement in respect of certain properties to be leased to the Group	22,800	(2013)	20,072	(2013)	90,000	(2016)
	96,500	(2014)	82,658	(2014)		
	96,500	(2015)	60,629	(as of 30 September 2015)		
(14) Master Purchase Agreement in respect of agreed materials, fuel and related services to be provided by the Group	2,070,000	(2013)	1,125,712	(2013)	1,200,000	(2016)
	4,690,000	(2014)	2,325,178	(2014)		
	5,390,000	(2015)	1,034,991	(as of 30 September 2015)		

Notes:

- (a) The historical figure of the continuing connected transactions in respect of products and services to be provided by the Group under the First Master IT Services Agreement for the nine months ended 30 September 2015 was 0, which was due to that such transactions are settled by the Company with China Shipping in one lump sum at the end of a year.
- (b) These historical caps, historical figures and future caps have been converted to RMB in this table for ease and consistency of reference.

Table B – Renewed Non-Exempt Continuing Connected Transactions

(RMB'000)

Transactions under the	Historical Caps for 2013, 2014 and 2015		Historical Figures for 2013, 2014 and 30 September 2015		Future Caps for 2016	
(1) Financial Services Framework Agreement in respect of maximum daily outstanding balance of deposits (including accrued interest and handling fee) to be placed by the Group with CS Finance Company	8,000,000	(2013)	3,741,887	(2013)	6,500,000	(2016)
	9,000,000	(2014)	4,194,975	(2014)		
	10,000,000	(2015)	4,783,426	(as of 30 September 2015)		
(2) Financial Services Framework Agreement in respect of maximum daily outstanding balance of loans (including accrued interest and handling fee) to be granted by CS Finance Company to the Group	5,000,000	(2013)	364,000	(2013)	6,500,000	(2016)
	6,000,000	(2014)	1,211,900	(2014)		
	7,000,000	(2015)	0 <i>(Note (a))</i>	(as of 30 September 2015)		

Notes:

- (a) The historical figure of the continuing connected transactions in respect of loan services provided to the Group under the Financial Services Framework Agreement for the nine months ended 30 September 2015 was 0, which was due to that the Company has no demand for loans given that the Company has no projects that require financing during the period.
- (b) These historical caps, historical figures and future caps have been converted to RMB in this table for ease and consistency of reference.

D. Renewed Continuing Connected Transactions Fully Exempt

Please refer to the Company's announcements dated 24 January 2007, 10 April 2007, 8 October 2009, 15 December 2009, 20 September 2012 and 6 December 2012 and the circulars to the Company's shareholders dated 16 February 2007, 29 October 2009 and 12 November 2012 for background information in relation to the continuing connected transactions under (i) the Master Ground Container Transport Agreement; (ii) the Master Bareboat Charter Agreement; (iii) the First Master Container Management Agreement; (iv) the Master Provision of Chassis Agreement; (v) the Master Provision of Products or Services Agreement; and (vi) the Master Depot Services Agreement.

As the maximum aggregate annual transaction value of the continuing connected transactions (i) in respect of services provided to the Group under the Master Ground Container Transport Agreement; (ii) in respect of vessels etc. provided to the Group under the Master Bareboat Charter Agreement; (iii) in respect of services etc. provided by the Group under the First Master Container Management Agreement; (iv) in respect of chassis and other related and ancillary services provided to the Group under the Master Provision of Chassis Agreement; (v) in respect of products or services provided to the Group under the Master Provision of Products or Services Agreement; (vi) in respect of products or services provided by the Group under the Master Provision of Products or Services Agreement; and (vii) in respect of services provided to the Group under the Master Depot Services Agreement, for the year ending 31 December 2016 are expected to fall below the de minimis threshold as stipulated under Rule 14A.76(1)(a) of the Listing Rules, therefore such transactions will be exempt from reporting, announcement, annual review and independent shareholders' approval requirements for continuing connected transactions under Chapter 14A of the Listing Rules.

E. Renewed Continuing Connected Transactions Exempt from Independent Shareholders' Approval

Please refer to the Company's announcements dated 24 January 2007, 10 April 2007, 8 October 2009, 15 December 2009, 16 December 2010, 30 September 2011, 20 September 2012, 6 December 2012, 18 April 2013, 21 April 2014 and 8 August 2014 and the circulars to the Company's shareholders dated 16 February 2007, 29 October 2009, 12 November 2012, 6 June 2013 and 10 September 2014 for background information in relation to the Renewed Continuing Connected Transactions Exempt from Independent Shareholders' Approval entered into between the Group and the relevant Connected Persons. Set out below is a summary in respect of each of the Renewed Continuing Connected Transactions Exempt from Independent Shareholders' Approval. Please refer to Table A under Section C of Part I of this announcement for the respective historical caps, historical figures and future caps of each of the Renewed Continuing Connected Transactions Exempt from Independent Shareholders' Approval.

1. Master Ship Repair Services Agreement

On 10 May 2004, the Company and China Shipping entered into the Master Ship Repair Services Agreement for the provision of vessel repairing services, vessel maintenance services, vessel modification services, vessel improvement services and other related and ancillary services by the China Shipping Group to the Group.

The proposed annual cap for the transaction amounts for the services to be provided to the Group under this agreement for the year ending 31 December 2016 is RMB50,000,000. In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures (as set out in Table A under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015;
- (ii) Making reference to the Group's maintenance plan for 2016 according to the expiry dates of the vessels shown on their respective certificate of operation that 25 vessels will enter into their inspection cycles in 2016; and
- (iii) The Group will control the scope of repairing services for gate-in vessels and enlarge the scope of repairing conducted by crew members in the future, so as to save repair costs.

2. First Master IT Services Agreement

On 10 May 2004, the Company entered into the First Master IT Services Agreement with China Shipping for the mutual provision of IT services, tradeship system related design, development, installation and implementation services, container management systems design, development, installation and implementation services, voice and data communication equipment and other related and ancillary services between the Group and the China Shipping Group.

The proposed annual cap for the transaction amounts for the products and services to be provided to the Group under this agreement for the year ending 31 December 2016 is RMB110,000,000. In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures (as set out in Table A under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015; and
- (ii) The transaction value under this agreement mainly consists of software development expenses and hardware and software maintenance expenses incurred by the China Shipping Group. It is expected that there is an increasing demand of the Group for the software and hardware systems and related services provided by China Shipping so as to keep in line with the Group's uplifting business, which will led to the transaction volumes under this agreement continue to grow.

The proposed annual cap for the transaction amounts for the products and services to be provided by the Group under this agreement for the year ending 31 December 2016 is RMB50,000,000. In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures (as set out in Table A under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015; and
- (ii) The transaction value under this agreement mainly consists of fees paid by China Shipping Group for application of the Company's tradeship system which are calculated based on the shipping volume of containers. It is expected that the Company's shipping capacity and shipping volume will continue to grow for 2016, especially the shipping value of backhaul cargo will be enhanced, which will led to the transaction volumes under such agreement continue to increase.

3. First Master Container Management Agreement

On 10 May 2004, the Company entered into the First Master Container Management Agreement with China Shipping, CS (Yangpu) Refrigeration and Shanghai Puhai for the mutual provision of container management services, container maintenance services (including repairing and cleaning of containers), work area for conducting container maintenance work and other related and ancillary services between: (i) the Group; and (ii) China Shipping, CS (Yangpu) Refrigeration, Shanghai Puhai and their respective subsidiaries and associates.

The proposed annual cap for the transaction amounts for the services to be provided to the Group under this agreement for the year ending 31 December 2016 is RMB200,000,000. In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures (as set out in Table A under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015; and
- (ii) Such transaction value is mainly generated as a result of provision of container management service to the Group by the overseas affiliated companies of China Shipping Group. It is expected that the Company's total shipping capacity will continue to increase during 2016, resulting in a further increase in the number of containers under management. In addition, taking into account the expected increase of exchange rate between US dollars and RMB, the annual transaction value is expected to grow in 2016.

4. *Master Provision of Crew Members Agreement*

On 10 May 2004, the Company entered into the Master Provision of Crew Members Agreement with China Shipping for the provision of crew members, the crew members training and other related and ancillary services by the China Shipping Group to the Group.

The proposed annual cap for the transaction amounts for the crew members etc. to be provided to the Group under this agreement for the year ending 31 December 2016 is RMB740,000,000. In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures (as set out in Table A under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015; and
- (ii) Such transaction value is generated as a result of crewing the self-owned vessels of the Group. In 2016, given that the size of the Group's self-owned vessels will remain unchanged, such transaction value is expected to remain at the same level with that of 2015.

5. *Master Liner Services Agreement*

On 10 May 2004, the Company entered into the Master Liner Services Agreement with China Shipping for the provision of liner services, container space and other related and ancillary services by the Group to the China Shipping Group.

The proposed annual cap for the transaction amounts for the services to be provided by the Group under this agreement for the year ending 31 December 2016 is RMB329,000,000. In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures (as set out in Table A under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015; and
- (ii) It is expected that the freight rates per unit container and the cargo volume will remain low for each trade lane at the current stage. Along with the increase of the Company's shipping capacity and the recovery of freight rates in 2016 as compared with 2015, such transaction value will continue to increase.

6. *Revised Master Provisions of Containers Agreement in respect of containers to be leased to the Group*

On 10 April 2007, the Company entered into the Revised Master Provision of Containers Agreement with China Shipping for the manufacture and supply (including sale and/or lease) of containers by the China Shipping Group to the Group.

The proposed annual cap for the transaction amounts for the manufacture and lease of containers to the Group under this agreement for the year ending 31 December 2016 is RMB180,000,000. In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures (as set out in Table A under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015; and
- (ii) Based on the Group's plan to increase its shipping capacity and considering both the Group's demand for new containers and the ratio between lease and purchase, the transaction value under this agreement is expected to grow for 2016.

7. *Master Supply Agreement*

On 10 May 2004, the Company entered into the Master Supply Agreement with China Shipping and CSS for the provision of the fresh water, vessel fuel, lubricants, spare parts and other products, generators for the containers and other related and ancillary services: (i) by China Shipping, CSS and their respective subsidiaries and associates; and (ii) to the Group.

The proposed annual cap for the transaction amounts for the products and services to be provided to the Group under this agreement for the year ending 31 December 2016 is RMB1,150,000,000. In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures (as set out in Table A under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015;
- (ii) Such transaction value is generated as a result of purchasing fuel oil for vessels on the domestic trade routes by the Group from the China Shipping Group. It is expected that the price of fuel oil will remain low in 2016;
- (iii) The Company has adopted measures to control fuel oil procurement costs such as locking in the oil price at the time when the oil price hit low level in 2015; and
- (iv) The Company has adopted various fuels saving measures via technology improvement and management and adhering to ultra-low load operation. In 2016, such transaction value is expected to remain at the same level with that of 2015.

8. *First Master Liner and Cargo Agency Agreement*

On 10 May 2004, the Company entered into the First Master Liner and Cargo Agency Agreement with China Shipping, Shanghai Puhai, CS Agency (Indonesia) and CS Agency (Bangkok) for the provision of sales and marketing services, port agency services (arrange for berthing of vessels, customs, towage, pilotage, loading and discharging of the cargo and/or containers), container services (stuffing and unstuffing of cargo, preparing documents for custom clearance, undertaking leasing of containers, arranging for container repairs and maintenance), accounting

and financial services and other related and ancillary services by: (i) China Shipping, Shanghai Puhai, CS Agency (Indonesia) and CS Agency (Bangkok) and their respective subsidiaries and associates; to (ii) the Group.

The proposed annual cap for the transaction amounts for the services to be provided to the Group under this agreement for the year ending 31 December 2016 is RMB800,000,000. In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures (as set out in Table A under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015; and
- (ii) Such transaction value is mainly generated as a result of the agency services provided by China Shipping Group for the Group's foreign trade routes. The number of containers carried by the Group on foreign trade routes in the first half of 2015 increased by 2% as compared with the corresponding period of 2014. It is expected that rising labour costs will drive up the agency fee. According to the Company's operation plan, its cargo volume for 2016 will be higher from 2015 level, and the transaction value for 2016 will continue to increase.

9. *First Master Loading and Unloading Agreement and Second Master Loading and Unloading Agreement*

On 10 May 2004, the Company entered into the First Master Loading and Unloading Agreement with China Shipping, Shanghai Terminal, Zhanjiang Terminal and Dalian Terminal for the provision of container loading and unloading services and other related and ancillary services: (i) by China Shipping, Shanghai Terminal, Zhanjiang Terminal and Dalian Terminal and their respective subsidiaries and associates; and (ii) to the Group.

On 10 May 2004, the Company also entered into the Second Master Loading and Unloading Agreement with West Basin for the provision of the same services aforesaid: (i) by West Basin and its subsidiaries and associates; and (ii) to the Group.

The proposed annual cap for the transaction amounts for the services to be provided to the Group under these agreements for the year ending 31 December 2016 is RMB1,100,000,000. In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures (as set out in Table A under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015; and
- (ii) Such transaction volume is generated by the Company's foreign trade route from the contact port of China Shipping Group through loading and unloading containers. The Group will keep improving network layout, plan trade routes scientifically and put more emphasis on controlling loading and unloading costs in the future. It is expected the transaction value for 2016 will decrease.

10. Revised Master Provision of Containers Agreement in respect of containers to be purchased by the Group

On 10 April 2007, the Company entered into the Revised Master Provision of Containers Agreement with China Shipping for the manufacture and supply (including sale and/or lease) of containers by the China Shipping Group to the Group.

The proposed annual cap for the transaction amounts for the sale of containers to the Group under this agreement for the year ending 31 December 2016 is RMB820,000,000. In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures (as set out in Table A under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015; and
- (ii) Considering both the Group's demand for new containers and the ratio between lease and purchase, due to the decrease in price of container manufacturing and decrease in demand for new containers by the Group, the transaction value for 2016 will decrease.

11. Financial Services Framework Agreement in respect of settlement services to be provided to the Group

On 31 December 2009, the Company entered into the Financial Services Framework Agreement with China Shipping, pursuant to which China Shipping shall procure CS Finance Company to provide the Group with a range of financial services including (i) deposit services; (ii) loan services; (iii) settlement services; and (iv) other financial services as approved by CBRC.

According to the "Approval of Opening of Foreign Exchange Settlement Business by China Shipping Finance Company Limited" dated 18 June 2012 and issued by SAFE Shanghai Branch (Shanghai Hui Fu No.7 (2012)) (《關於中海集團財務有限責任公司開辦結售匯業務的批復》) (上海匯復 (2012)7號), CS Finance Company was granted its qualification to operate foreign exchange settlement business, the scope of which consists of foreign exchange settlement business within China Shipping itself or within the China Shipping Group.

Under the Financial Services Framework Agreement, the fees charged by CS Finance Company for the provision of settlement services to the Group shall not be higher, and thus no less favourable, than (a) the upper limit (if applicable) of the fees stipulated by PBC to be charged for the same type of services; (b) the fees charged by any independent third party for the same type of services; or (c) the fees charged by CS Finance Company for the same type of services on any independent third party with the same credit rating.

The proposed annual cap for the transaction amounts for settlement services to be provided to the Group under this agreement for the year ending 31 December 2016 is US\$180,000,000 (equivalent to RMB1,142,262,000). In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures (as set out in Table A under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015;
- (ii) The accumulated amounts of the Group's foreign exchange purchase and sale were over US\$2 billion during the period from 2004 to 2010. The reduction and unclear trend of exchange rate fluctuations during recent years has led to a decrease in the amounts of foreign exchange purchase and sale; and
- (iii) It is expected that significant changes may occur with the global economies, interest rates and exchange rates in the future, which may lead to a relatively great increase in the amounts of foreign exchange purchase and sale of the Group, and the transaction value for 2016 is expected to be US\$180 million.

12. Master Tenancy Agreement

On 31 December 2012, the Company entered into the Master Tenancy Agreement with China Shipping for the lease of certain properties by the China Shipping Group to the Group.

The proposed annual cap for the transaction amounts for the services to be provided to the Group under this agreement for the year ending 31 December 2016 is RMB90,000,000. In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures (as set out in Table A under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015;
- (ii) In consideration of further growing operation capacity and continuous development of the Group, the demand of the Group for rental premises for its daily operation and management activities increases; and
- (iii) In consideration of the growing shipping capacity and shipping volume of the Group, the demand of the Group for rental cargo-collecting venues increases.

13. Master Supply Agreement

On 28 June 2013, the Company entered into the Master Supply Agreement with China Shipping for the provision of the agreed materials, fuel and related services by the Group to China Shipping Group.

The proposed annual cap for the transaction amounts for the products and services to be provided by the Group under this agreement for the year ending 31 December 2016 is RMB1,200,000,000. In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures (as set out in Table A under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015;
- (ii) It is expected that the price of fuel oil will remain low in 2016; and
- (iii) Due to the slow increase of global economies and trades, the demand for marine transportation will remain at low rate of increase. According to the projection on increase of supply and demand conducted by Alphaliner, the shipping capacity supply and demand may still be imbalanced, which may lead to a decrease in the procurement of fuel oil by the China Shipping Group.

F. Renewed Non-Exempt Continuing Connected Transactions

Please refer to the Company's announcements dated 8 October 2009, 15 December 2009 and 20 September 2012 and the circulars to the Company's shareholders dated 29 October 2009 and 12 November 2012 for background information in relation to the Renewed Non-Exempt Continuing Connected Transactions entered into between the Group and the relevant Connected Persons. Set out below is a summary in respect of each of the Renewed Non-Exempt Continuing Connected Transactions. Please refer to Table B under Section C of Part I of this announcement for the respective historical caps, historical figures and future caps of each of the Renewed Non-Exempt Continuing Connected Transactions.

1. Financial Services Framework Agreement in respect of deposit services to be provided to the Group

On 31 December 2009, the Company entered into the Financial Services Framework Agreement with China Shipping, pursuant to which China Shipping shall procure CS Finance Company to provide the Group with a range of financial services including (i) deposit services; (ii) loan services; (iii) settlement services; and (iv) other financial services as approved by CBRC.

Under the Financial Services Framework Agreement, CS Finance Company shall accept deposits from the Group at interest rates not lower, and thus no less favourable, than (a) the lower limit of the relevant rates stipulated by PBC for the same type of deposits; (b) the interest rates offered by any independent third parties for the same type of deposits; or (c) the interest rates at which CS Finance Company accepts from any independent third parties for the same type of deposits.

For each of the implementation agreements in respect of the deposit services to be provided to the Group as contemplated under this agreement, such deposit services are provided in accordance with the following pricing principles: (a) the domestic RMB deposits shall be taken at a price based on the benchmark interest rate stipulated by PBC or at the prime rate (the floating upward) within the floating range allowed by such stipulation; and (b) the foreign and domestic US dollars deposits shall be taken at a price based on the prevailing market rates which should be obtained by making inquiries of various banks so that the price determined is not lower than the highest one quoted by such banks.

The proposed annual cap for the transaction amounts for the deposit services to be provided to the Group under this agreement for the year ending 31 December 2016 is RMB6,500,000,000. In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures of the maximum daily outstanding balance of deposits (including accrued interest and handling fee) placed by the Group with CS Finance Company (as set out in Table B under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015;
- (ii) During the past three years, the daily average balance of deposit placed by the Group with CS Finance Company exceeded RMB3 billion, with a maximum balance of RMB3.9 billion according to statistics;
- (iii) CS Finance Company was granted with pilot qualification to conduct cross-border transfer of foreign exchange funds by SAFE in December 2012, whereby it may transfer the Group's foreign exchange funds in Hong Kong to the domestic fund pool at any time via the cross-border channel, and such foreign exchange funds will be immediately accounted as deposit upon their transfer into domestic accounts. According to statistics, the daily balance of the Group's foreign exchange funds in Hong Kong is approximately US\$440 million (equivalent to over RMB2.4 billion); and
- (iv) The aggregation of items (ii) and (iii) above will exceed RMB6 billion, and as such, the proposed annual cap for such transactions is RMB6,500,000,000.

2. *Financial Services Framework Agreement in respect of loan services to be provided to the Group*

On 31 December 2009, the Company entered into the Financial Services Framework Agreement with China Shipping, pursuant to which China Shipping shall procure CS Finance Company to provide the Group with a range of financial services including (i) deposit services; (ii) loan services; (iii) settlement services; and (iv) other financial services as approved by CBRC.

Under the Financial Services Framework Agreement, CS Finance Company shall provide loan to the Group at interest rates not higher, and thus no less favourable, than (a) the relevant rates stipulated by PBC for the same type of loan; (b) the interest rates offered by any independent third parties for the same type of loan; or (c) the interest rates at which CS Finance Company provides to any independent third parties with the same credit rating for the same type of loan.

For each of the implementation agreements in respect of the loan services to be provided to the Group as contemplated under this agreement, such loan services are provided in accordance with the following pricing principles: (a) the domestic RMB loans shall be provided at a price based on the benchmark interest rates stipulated by the PBC or at the prime interest rate (the floating downward) within the floating range allowed by such stipulation; and (b) the foreign and domestic US dollars loans shall be provided at a price based on the prevailing market rates which should be obtained by making inquiries of various banks so that the price determined is not higher than the lowest one quoted by such banks.

The proposed annual cap for the transaction amounts for the loan services to be provided to the Group under this agreement for the year ending 31 December 2016 is RMB6,500,000,000. In arriving at such annual cap, the Directors have considered the following factors:

- (i) The historical figures of the maximum daily outstanding balance of loans (including accrued interest and handling fee) granted by CS Finance Company to the Group (as set out in Table B under Section C of Part I of this announcement) for 2013, 2014 and nine months ended 30 September 2015;
- (ii) The Group primarily makes settlements in foreign currency, while subject to the foreign exchange control policies of PRC, the Group may need CS Finance Company to provide settlement turnover funds in the amount of approximately US\$100 million to US\$200 million to satisfy the Group's need for both onshore and offshore settlement during the operation;
- (iii) According to the Company's vessel financing projects and business development plan, it is expected that the Group will have a finance demand of approximately RMB4.0 billion to RMB5.2 billion for the year of 2016; and
- (iv) Aggregating items (ii) and (iii) above, the cap for the Group's loan amounts for 2016 are expected to be RMB6,500,000,000.

G. Reasons for and Benefits of Transactions

In respect of the Existing Continuing Connected Transactions other than transactions under the Financial Services Framework Agreement

The Company was established in 1997 as the container shipping arm of China Shipping. Due to the long established and close business relationship between the members of the Group and the China Shipping Group, a number of transactions have been entered into and are to be entered into between the Group and the relevant Connected Persons and their respective subsidiaries and associates, which are individually significant and collectively essential to the core business and operation of container marine transportation of the Group.

In addition, as China Shipping is one of the key state-owned enterprises and is a large shipping conglomerate that operates across different regions, sectors and countries, and the relevant Connected Persons (while most of which are associates of China Shipping), are well-known marine transportation corporations with outstanding competency in shipping industry and have developed good experience and service systems in respect of the products and services under the continuing connected transactions set out above. The cooperation with China Shipping and other Connected Persons facilitates and supports the growth of the core business of the Group, and enables the Group to fully leverage on their advantages and to achieve better operating performance.

Finally, the terms and conditions provided by the relevant Connected Persons in relation to the continuing connected transactions set out above are generally more favourable to the Group than those provided by independent third parties to the Group, or those provided by the relevant Connected Persons to independent third parties. The cooperation between the Group and China Shipping Group enables a development of steady relationship between them.

In respect of transactions under the Financial Services Framework Agreement

The terms and conditions of deposit services, loan services, settlement services and other financial services provided by CS Finance Company under the Financial Services Framework Agreement are generally more favourable to the Group than those provided by independent third parties, or those provided by CS Finance Company to independent third parties.

Furthermore, the Group is not restricted under the Financial Services Framework Agreement to approach, and in fact may choose, any bank or financial institution to satisfy its financial service needs. Its criteria in making the choice could be made on costs and quality of services. Therefore, the Group may, but is not obliged to, continue to use CS Finance Company's deposit services, loan services, settlement services and other financial services if the service quality provided is competitive. Having such flexibility afforded under the Financial Services Framework Agreement, the Group is able to better manage its current capital and cashflow position.

In addition, it is also expected that CS Finance Company will mainly provide more efficient deposit services, loan services and settlement services to the Group, as compared to independent third-party banks. As CS Finance Company is familiar with the Group's business, it is able to provide funds required by the Group in a more efficient and timely way. In view of the depression in marine transportation industry, fund shortage in the market and restrictions on external financing channels, the Group hopes to obtain financial assistance from China Shipping via CS Finance Company, which may help broaden the Group's financing channels and lower its financing costs.

Moreover, the Company holds 25% equity interest in CS Finance Company, business development of CS Finance Company will also bring certain investment gains for the Company.

H. Implications under the Listing Rules

In respect of the proposed annual caps for the year ending 31 December 2016 for the Renewed Continuing Connected Transactions Fully Exempt, the applicable percentage ratios are expected to fall below the de minimis threshold as stipulated under Rule 14A.76(1)(a) of the Listing Rules, and such transactions are therefore exempt from reporting, announcement, annual review and independent shareholders' approval requirements for continuing connected transactions under Chapter 14A of the Listing Rules.

In respect of the proposed annual caps for the year ending 31 December 2016 for the Renewed Continuing Connected Transactions Exempt from Independent Shareholders' Approval, the applicable percentage ratios are expected to be more than 0.1% but less than 5%. Therefore, such transactions, together with their respective proposed annual caps for the year ending 31 December 2016, are exempt from independent shareholders' approval and are only subject to the reporting, announcement and annual review requirements for continuing connected transactions under Chapter 14A of the Listing Rules.

In respect of the proposed annual caps for the year ending 31 December 2016 for the Renewed Non-Exempt Continuing Connected Transactions, the applicable percentage ratios are expected to be more than 25% but less than 75%. Therefore, such transactions, together with their respective proposed annual caps for the year ending 31 December 2016, are subject to the reporting, announcement, annual review and independent shareholders' approval requirements for continuing connected transactions under Chapter 14A of the Listing Rules. Such transactions also constitute major transactions of the Company under Rule 14.06(3) of the Listing Rules and are subject to the relevant major transaction requirements under Chapter 14 of the Listing Rules.

II GENERAL INFORMATION

The Group is principally engaged in the operation and management of international and domestic container marine transportation.

China Shipping is a large shipping conglomerate involved in import and export business, trading, coastal and ocean cargo transportation, dry bulk cargo transportation, supply of food for vessels, management of docks and other services in relation to the above, and operates in different regions of the PRC and across the world. China Shipping was established on 9 August 1984. Its legal representative is Xu Lirong and its organization code is 13228524-7, with a registered capital of RMB6,919,963,000. Its scope of business covers: transport, booking, lease, agency, manufacture, repair, forwarder, custom clearance, wholesale, retail, consultancy, labour, services, import and export. Business items requiring permissions: coastal, ocean and direct commodities transport between domestic river and sea, container transport (valid until 30 June 2018). General business items: import and export; international commodities transport agency; investment in terminals and harbours; lease and repair of vessels; communication and navigation and manufacture and repair of relevant equipment and products; warehouse; depot; manufacture, repair and sale of containers; sale of vessels and related parts; sale of steels; technology consultancy and communication and IT services in connection with the above businesses (business item that requires permission under laws may only be conducted after being approved by applicable authorities). For the year ended and as at 31 December 2014, the unaudited consolidated financial information of China Shipping is as follows: total assets, equity attributable to shareholders, total operating income and profit attributable to shareholders were RMB205,882 million, RMB55,621 million, RMB83,027 million and RMB608 million, respectively, and its debt to asset ratio was 58.54%.

Each of CS Agency (Bangkok) and CS Agency (Indonesia) is principally engaged in the agency of vessels and goods transportation.

CS Finance Company is principally engaged in deposit, loan, settlement and other related financial services.

CSS is principally engaged in supply of vessel fuel and lubricants.

CS (Yangpu) Refrigeration is principally engaged in inspection and maintenance of containers and related services.

Each of Dalian Terminal, Shanghai Terminal and West Basin is principally engaged in loading and unloading of containers and related services.

Shanghai Puhai is principally engaged in the transportation of containers.

Zhanjiang Terminal was principally engaged in loading and unloading of containers and related services before its deregistration.

III OPINIONS OF THE BOARD

The Board (including the independent non-executive Directors) considers that the terms of: (i) the Renewed Continuing Connected Transactions Fully Exempt; (ii) the Renewed Continuing Connected Transactions Exempt from Independent Shareholders' Approval; and (iii) the Renewed Non-Exempt Continuing Connected Transactions are fair and reasonable, on normal commercial terms or on terms no less favourable than those available to or from independent third parties, and are entered into on a continuing and regular basis in the ordinary and usual course of business of the Company, thus continuing the foregoing continuing connected transactions is fair and reasonable and in the best interest of the Company and its shareholders as a whole.

Given that Mr. Zhang Guofa, Mr. Huang Xiaowen and Mr. Zhao Hongzhou (being executive Directors), and Ms. Su Min, Mr. Ding Nong, Mr. Liu Xihan, Mr. Yu Zenggang and Mr. Chen Jihong (being non-executive Directors), all holding directorship(s) or acting as senior management in the China Shipping Group and its associates and thus having a material interest in: (i) the Renewed Continuing Connected Transactions Fully Exempt; (ii) the Renewed Continuing Connected Transactions Exempt from Independent Shareholders' Approval; and (iii) the Renewed Non-Exempt Continuing Connected Transactions, they had abstained from voting on the Board resolutions on 6 November 2015 in relation to (i) the Renewed Continuing Connected Transactions Fully Exempt; (ii) the proposed annual caps for the year ending 31 December 2016 for the Renewed Continuing Connected Transactions Exempt from Independent Shareholders' Approval; and (iii) the proposed annual caps for the year ending 31 December 2016 for the Renewed Non-Exempt Continuing Connected Transactions, respectively.

An Independent Board Committee has been formed to advise the Independent Shareholders in respect of, among others, the proposed annual caps for the year ending 31 December 2016 for the Renewed Non-Exempt Continuing Connected Transactions. An independent financial adviser will be appointed by the Company to advise the Independent Board Committee and the Independent Shareholders on the above.

IV EXTRAORDINARY GENERAL MEETING

A circular containing, among other things:

- (a) details of the Renewed Non-Exempt Continuing Connected Transactions;
- (b) a letter of advice from the independent financial adviser to the Independent Board Committee and the Independent Shareholders in respect of the Renewed Non-Exempt Continuing Connected Transactions and their respective proposed annual cap for the year ending 31 December 2016; and
- (c) the recommendation of the Independent Board Committee in respect of the matters set out in (a) above,

will be dispatched to the shareholders of the Company in accordance with the Listing Rules on or around 26 November 2015.

Votes to approve the relevant resolutions will be taken by poll and the China Shipping Group and its associates will abstain from voting on the relevant resolutions at the upcoming extraordinary general meeting.

V DEFINITIONS

In this announcement, unless the context otherwise requires, the following expressions have the following meanings:

“associate”	has the meaning ascribed thereto under the Listing Rules
“Board”	the board of directors of the Company
“CBRC”	China Banking Regulatory Commission (中國銀行業監督管理委員會)
“China Shipping”	China Shipping (Group) Company (中國海運(集團)總公司), a PRC state-owned enterprise and the controlling shareholder of the Company, together with its subsidiaries having an approximately 45.20% shareholding interest in the Company as at the date of this announcement
“China Shipping Group”	China Shipping and its subsidiaries (excluding the Group)
“Company”	China Shipping Container Lines Company Limited (中海集裝箱運輸股份有限公司), a joint stock limited company incorporated in the PRC, of which 3,751,000,000 H shares are listed on the Stock Exchange and 7,932,125,000 A shares are listed on the Shanghai Stock Exchange
“Connected Persons”	the China Shipping Group, CS Agency (Bangkok), CS Agency (Indonesia), CS Finance Company, CSS, Dalian Terminal, Shanghai Terminal and West Basin
“CS Agency (Bangkok)”	China Shipping (Bangkok) Co. Ltd. (中國海運船務(曼谷)有限公司), which is owned as to 51% by China Shipping as at the date of this announcement
“CS Agency (Indonesia)”	PT Zhonghai Indo Shipping (中國海運船務(印度尼西亞)有限公司), which is owned as to 49% by China Shipping as at the date of this announcement

“CS Finance Company”	China Shipping Finance Company Limited (中海集團財務有限公司), a limited liability company established by the Company, China Shipping, Guangzhou Maritime Transport (Group) Co. Ltd. (廣州海運(集團)有限公司), China Shipping Development Company Limited and China Shipping (Hainan) Haisheng Shipping and Enterprise Co., Ltd. (中海(海南)海盛船務股份有限公司) in the PRC
“CSS”	China Shipping & Sinopec Suppliers Co., Ltd. (中石化中海船舶燃料供應有限公司), a limited liability company incorporated in the PRC jointly controlled by China Shipping and Sinopec Sales Company Limited (中國石化銷售有限公司) (owned as to 50% by each of them) as at the date of this announcement
“CS (Yangpu) Refrigeration”	China Shipping (Yangpu) Refrigeration Storage & Transportation Co., Ltd. (中海(洋浦)冷藏儲運有限公司), a limited liability company incorporated in the PRC, which is a wholly-owned subsidiary of the Company as at the date of this announcement
“Dalian Terminal”	Dalian Dagang China Shipping Container Terminal Co., Ltd. (大連大港中海集裝箱碼頭有限公司), which is owned as to 35% by China Shipping as at the date of this announcement
“Directors”	the directors of the Company
“Existing Continuing Connected Agreements”	consist of: (i) the Master Provision of Chassis Agreement; (ii) the Master Ship Repair Services Agreement; (iii) the First Master IT Services Agreement; (iv) the First Master Container Management Agreement; (v) the Master Provision of Crew Members Agreement; (vi) the Master Liner Services Agreement; (vii) the Revised Master Provision of Containers Agreement; (viii) the Master Depot Services Agreement; (ix) the Master Supply Agreement; (x) the First Master Liner and Cargo Agency Agreement; (xi) the First Master Loading and Unloading Agreement; (xii) the Second Master Loading and Unloading Agreement; (xiii) the Financial Services Framework Agreement; (xiv) the Master Tenancy Agreement; (xv) the Master Purchase Agreement; (xvi) the Master Ground Container Transport Agreement; (xvii) the Master Bareboat Charter Agreement; and (xviii) the Master Provision of Products or Services Agreement
“Existing Continuing Connected Transactions”	consist of: (i) the Renewed Continuing Connected Transactions Fully Exempt; (ii) the Renewed Continuing Connected Transactions Exempt from Independent Shareholders’ Approval; and (iii) the Renewed Non-Exempt Continuing Connected Transactions

“Financial Services Framework Agreement”	the financial services framework agreement dated 31 December 2009 entered into between the Company and China Shipping, pursuant to which China Shipping shall procure CS Finance Company to provide the Group with a range of financial services including (i) deposit services; (ii) loan services; (iii) settlement services; and (iv) other financial services as approved by CBRC
“First Master Container Management Agreement”	the master container management agreement dated 10 May 2004 entered into between the Company, China Shipping, CS (Yangpu) Refrigeration and Shanghai Puhai
“First Master IT Services Agreement”	the master IT services agreement dated 10 May 2004 entered into between the Company and China Shipping
“First Master Liner and Cargo Agency Agreement”	the master liner and cargo agency agreement dated 10 May 2004 entered into between the Company, China Shipping, Shanghai Puhai, CS Agency (Indonesia) and CS Agency (Bangkok)
“First Master Loading and Unloading Agreement”	the master loading and unloading agreement dated 10 May 2004 entered into between the Company, China Shipping, Shanghai Terminal, Zhanjiang Terminal and Dalian Terminal
“Group”	the Company and its subsidiaries
“Hong Kong”	Hong Kong Special Administrative Region of the PRC
“Independent Board Committee”	a committee of the Board comprising all the independent non-executive Directors, namely, Ms. Zhang Nan, Mr. Guan Yimin, Mr. Shi Xin, Ms. Hai Chi Yuet and Mr. Graeme Jack
“Independent Shareholders”	the shareholders of the Company except the China Shipping Group and its associates who are legally and/or beneficially interested in the shares of the Company
“Listing Rules”	The Rules Governing the Listing of Securities on the Stock Exchange
“Master Bareboat Charter Agreement”	the master bareboat charter agreement dated 10 May 2004 entered into between the Company, China Shipping and Shanghai Puhai
“Master Depot Services Agreement”	the master depot services agreement dated 10 May 2004 entered into between the Company, China Shipping, Shanghai Terminal and Zhanjiang Terminal
“Master Ground Container Transport Agreement”	the master ground container transport agreement dated 10 May 2004 entered into between the Company and China Shipping

“Master Liner Services Agreement”	the master liner services agreement dated 10 May 2004 entered into between the Company and China Shipping
“Master Provision of Chassis Agreement”	the master provision of chassis agreement dated 10 May 2004 entered into between the Company and China Shipping
“Master Provision of Crew Members Agreement”	the master provision of crew members agreement dated 10 May 2004 entered into between the Company and China Shipping
“Master Provision of Products or Services Agreement”	the master provision of products or services agreement dated 10 May 2004 entered into between the Company, China Shipping, the Connected Persons and others
“Master Purchase Agreement”	the master purchase agreement dated 28 June 2013 entered into between the Company and China Shipping
“Master Ship Repair Services Agreement”	the master ship repair services agreement dated 10 May 2004 entered into between the Company and China Shipping
“Master Supply Agreement”	the master supply agreement dated 10 May 2004 entered into between the Company, China Shipping and CSS
“Master Tenancy Agreement”	the master tenancy agreement dated 31 December 2012 entered into between the Company and China Shipping
“PBC”	People’s Bank of China (中國人民銀行)
“percentage ratio”	has the meaning ascribed thereto under the Listing Rules
“PRC”	the People’s Republic of China
“Renewed Continuing Connected Transactions Exempt from Independent Shareholders’ Approval”	the transactions: (i) in respect of products and/or services to be provided to the Group under the Master Ship Repair Services Agreement, the First Master IT Services Agreement, the First Master Container Management Agreement, the Master Supply Agreement, the First Master Liner and Cargo Agency Agreement, the First Master Loading and Unloading Agreement and Second Master Loading and Unloading Agreement; (ii) in respect of products and/or services to be provided by the Group under the First Master IT Services Agreement and the Master Liner Services Agreement; (iii) in respect of crew members etc. to be provided to the Group under the Master Provision of Crew Members Agreement; (iv) in respect of containers to be purchased by the Group under the Revised Master Provision of Containers Agreement; (v) in respect of containers to be leased to the Group under the Revised Master Provision of Containers Agreement; and (vi) in respect of settlement services to be provided to the Group under the Financial Services Framework Agreement

“Renewed Continuing Connected Transactions Fully Exempt”	the transactions: (i) in respect of services to be provided to the Group under the Master Ground Container Transport Agreement; (ii) in respect of vessels etc. to be provided to the Group under the Master Bareboat Charter Agreement; (iii) in respect of services etc. to be provided by the Group under the First Master Container Management Agreement; (iv) in respect of chassis and other related and ancillary services to be provided to the Group under the Master Provision of Chassis Agreement; (v) in respect of products or services to be provided to the Group under the Master Provision of Products or Services Agreement; (vi) in respect of products or services to be provided by the Group under the Master Provision of Products or Services Agreement; and (vii) in respect of services to be provided to the Group under the Master Depot Services Agreement
“Renewed Non-Exempt Continuing Connected Transactions”	the transactions: (i) in respect of maximum daily outstanding balance of deposits (including accrued interest and handling fee) to be placed by the Group with CS Finance Company under the Financial Services Framework Agreement; and (ii) in respect of maximum daily outstanding balance of loans (including accrued interest and handling fee) to be granted by CS Finance Company to the Group under the Financial Services Framework Agreement
“Revised Master Provision of Containers Agreement”	the master provision of containers agreement dated 10 April 2007 entered into between the Company and China Shipping, which is based on the original master provision of containers agreement for the manufacture and supply (including sale and/or lease) of containers by the China Shipping Group to the Group
“RMB”	Renminbi, the lawful currency of the PRC
“SAFE”	State Administration of Foreign Exchange (國家外匯管理局) of the PRC
“Second Master Loading and Unloading Agreement”	the master loading and unloading agreement dated 10 May 2004 entered into between the Company and West Basin
“Shanghai Puhai”	Shanghai Puhai Shipping Co., Ltd. (上海浦海航運有限公司), a limited liability company incorporated in the PRC and a wholly-owned subsidiary of the Company as at the date of this announcement
“Shanghai Terminal”	Shanghai China Shipping Container Terminal Co., Ltd. (上海港中海集裝箱碼頭有限公司), which is owned as to 50% by China Shipping as at the date of this announcement

“Stock Exchange”	The Stock Exchange of Hong Kong Limited
“subsidiary”	has the meaning ascribed thereto under the Listing Rules
“USA”	the United States of America
“US dollars” or “US\$”	United States dollars, the lawful currency of the USA
“West Basin”	West Basin Container Terminal LLC. (洛杉磯西港池碼頭有限公司), which is owned as to 40% by China Shipping as at the date of this announcement
“Zhanjiang Terminal”	Zhanjiang China Shipping Container Terminal Co., Ltd. (湛江港中海集裝箱碼頭有限公司), which was deregistered in December 2013 and owned as to 50% by the Group immediately before its deregistration
“%”	per cent

By order of the Board of
China Shipping Container Lines Company Limited
Yu Zhen
Joint Company Secretary

Shanghai, the PRC
6 November 2015

The Board as at the date of this announcement comprises of Mr. Zhang Guofa, Mr. Huang Xiaowen and Mr. Zhao Hongzhou, being executive Directors, Ms. Su Min, Mr. Ding Nong, Mr. Liu Xihan, Mr. Yu Zenggang and Mr. Chen Jihong, being non-executive Directors, and Ms. Zhang Nan, Mr. Guan Yimin, Mr. Shi Xin, Ms. Hai Chi Yuet and Mr. Graeme Jack, being independent non-executive Directors.

The exchange rate adopted in this announcement for illustration purpose only is US\$1.00 = RMB6.3459. Such conversion should not be construed as a representation that the currency could actually be converted at that rate.

* *The Company is a registered non-Hong Kong company as defined in the Companies Ordinance (Chapter 622 of the Laws of Hong Kong) and it is registered under its Chinese name and under the English name “China Shipping Container Lines Company Limited”.*