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**COSCO SHIPPING ENERGY TRANSPORTATION CO., LTD.\***  
**中遠海運能源運輸股份有限公司**

*(a joint stock limited company incorporated in the People's Republic of China with limited liability)*  
**(Stock Code: 1138)**

**ANNUAL RESULTS FOR THE YEAR ENDED 31 DECEMBER 2025**

**FINANCIAL HIGHLIGHTS**

- Revenues of the Group increased by approximately RMB542 million and by 2.34% from RMB23,159 million (restated) in 2024 to RMB23,701 million in 2025.
- Profit attributable to equity holders of the Company for the year ended 31 December 2025 amounted to approximately RMB4.037 billion, which remained largely flat compared to RMB4.043 billion for the year ended 31 December 2024 (as restated).
- The basic and diluted earnings per share for the year ended 31 December 2025 were RMB82.62 cents, as compared to the basic and diluted earnings per share of RMB84.75 cents (restated) for 2024.
- The Board recommends the payment of a final dividend for the year ended 31 December 2025 of RMB38 cents per ordinary share.

The board (the “**Board**”) of directors (the “**Directors**”) of COSCO SHIPPING Energy Transportation Co., Ltd.\* (the “**Company**”) is pleased to announce the annual results of the Company and its subsidiaries (together referred to as the “**Group**”) for the year ended 31 December 2025 (the “**Reporting Period**”), together with the comparative figures for the corresponding period in 2024.

## CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME

For the year ended 31 December 2025

		For the year ended 31 December	
	Notes	2025 RMB'000	2024 RMB'000 (Restated)
Revenues	3	23,701,066	23,158,728
Operating costs		<u>(17,594,479)</u>	<u>(16,904,639)</u>
Gross profit		6,106,587	6,254,089
Other income and other gains, net	4	1,101,313	614,109
Marketing expenses		(113,899)	(83,908)
Administrative expenses		(1,185,939)	(1,127,319)
(Provision for)/reversal of impairment losses on financial and contract assets		(17,352)	3,612
Other expenses		(4,656)	(168,002)
Share of profits of associates		487,563	540,227
Share of profits of joint ventures		774,341	632,496
Impairment losses on property, plant and equipment and right-of-use assets		(449,131)	–
Finance costs	5	<u>(1,342,413)</u>	<u>(1,415,218)</u>
<b>Profit before tax</b>		5,356,414	5,250,086
Income tax expense	6	<u>(933,520)</u>	<u>(858,313)</u>
<b>Profit for the year</b>		<u>4,422,894</u>	<u>4,391,773</u>
<b>Other comprehensive (loss)/income</b>			
<i>Items that will not be reclassified subsequently to profit or loss, net of tax:</i>			
Changes in the fair value of equity investments at fair value through other comprehensive income (“FVOCI”)		22,488	102,279
Remeasurement of defined benefit plan payable		7,050	(9,359)
Remeasurement of defined benefit plan payable of an associate		(64)	–
Net gain on revaluation from transfer of property, plant and equipment to investment properties		21,094	–
Exchange differences from retranslation of financial statements of subsidiaries		(37,221)	23,180

	<b>For the year ended</b>	
	<b>31 December</b>	
	<b>2025</b>	2024
<i>Note</i>	<b>RMB'000</b>	<b>RMB'000</b>
		(Restated)
<i>Items that may be reclassified subsequently to profit or loss, net of tax:</i>		
Exchange differences from retranslation of financial statements of subsidiaries, joint ventures and associates	<b>(349,137)</b>	191,074
Net (loss)/profit on cash flow hedges	<b>(86,432)</b>	227,215
Hedging loss reclassified to profit	<b>(48,708)</b>	(98,187)
Share of other comprehensive income/(loss) of associates	<b>36,259</b>	(38,897)
Share of other comprehensive (loss)/income of joint ventures	<b>(111,523)</b>	50,618
	<u><b>(546,194)</b></u>	<u>447,923</u>
<b>Other comprehensive (loss)/income for the year</b>		
	<u><b>3,876,700</b></u>	<u>4,839,696</u>
<b>Profit for the year attributable to:</b>		
Equity holders of the Company	<b>4,037,075</b>	4,043,330
Non-controlling interests	<b>385,819</b>	348,443
	<u><b>4,422,894</b></u>	<u>4,391,773</u>
<b>Total comprehensive income for the year attributable to:</b>		
Equity holders of the Company	<b>3,569,205</b>	4,365,168
Non-controlling interests	<b>307,495</b>	474,528
	<u><b>3,876,700</b></u>	<u>4,839,696</u>
<b>Earnings per share</b>	<b>8</b>	
– Basic (RMB cents/share)	<b>82.62</b>	84.75
– Diluted (RMB cents/share)	<b>82.62</b>	84.75

## CONSOLIDATED STATEMENT OF FINANCIAL POSITION

As at 31 December 2025

	<b>31 December 2025</b>	31 December 2024	1 January 2024
	<i>RMB'000</i>	<i>RMB'000</i>	<i>RMB'000</i>
		(Restated)	(Restated)
<b>NON-CURRENT ASSETS</b>			
Investment properties	34,304	2,050	2,259
Property, plant and equipment	55,127,512	54,956,505	51,509,850
Right-of-use assets	597,868	934,631	741,627
Goodwill	85,850	85,850	85,850
Investments in associates	6,124,293	5,983,345	5,011,950
Investments in joint ventures	7,185,500	6,572,370	5,069,962
Loan receivables	1,243,079	1,296,446	1,301,256
Financial assets at FVOCI	438,579	412,123	291,794
Deferred tax assets	35,354	33,502	36,028
Derivative financial instruments	81,038	202,052	92,083
Other non-current assets	1,822,654	1,472,037	34,021
	<u>72,776,031</u>	<u>71,950,911</u>	<u>64,176,680</u>
<b>CURRENT ASSETS</b>			
Current portion of loan receivables	23,618	20,603	18,979
Inventories	978,118	1,333,724	1,160,522
Contract assets	1,947,578	883,802	1,557,572
Trade and bills receivables	654,635	609,630	626,598
Prepayments, deposits and other receivables	1,091,016	1,180,966	609,638
Tax recoverable	45,421	1,624	7,790
Restricted bank deposits	786	783	781
Cash and bank	14,421,861	5,830,380	6,066,404
	<u>19,163,033</u>	<u>9,861,512</u>	<u>10,048,284</u>
Assets classified as held for sale	<u>139,516</u>	–	–
	<u>19,302,549</u>	<u>9,861,512</u>	<u>10,048,284</u>
<b>TOTAL ASSETS</b>	<u><b>92,078,580</b></u>	<u><b>81,812,423</b></u>	<u><b>74,224,964</b></u>

	<b>31 December 2025 RMB'000</b>	31 December 2024 RMB'000 (Restated)	1 January 2024 RMB'000 (Restated)
<b>NON-CURRENT LIABILITIES</b>			
Provision and other liabilities	78,824	87,720	29,613
Derivative financial instruments	16,524	–	9,426
Interest-bearing bank and other borrowings	22,313,240	27,256,140	23,321,511
Other loans	2,025,414	2,224,590	907,941
Defined benefit plan payable	124,342	238,746	201,743
Lease liabilities	229,708	619,344	810,765
Deferred tax liabilities	1,884,598	1,627,214	1,468,403
	<u>26,672,650</u>	<u>32,053,754</u>	<u>26,749,402</u>
<b>CURRENT LIABILITIES</b>			
Trade payables	2,072,845	1,977,008	1,743,216
Other payables and accruals	2,451,270	1,539,513	1,429,732
Contract liabilities	99,102	102,615	99,780
Current portion of interest-bearing bank and other borrowings	10,162,800	5,515,707	4,917,388
Current portion of other loans	215,079	234,143	52,069
Current portion of defined benefit plan payable	11,130	19,827	11,790
Current portion of lease liabilities	486,426	564,815	406,736
Tax liability	264,105	299,180	337,829
	<u>15,762,757</u>	<u>10,252,808</u>	<u>8,998,540</u>
<b>TOTAL LIABILITIES</b>	<u><b>42,435,407</b></u>	<u><b>42,306,562</b></u>	<u><b>35,747,942</b></u>
<b>EQUITY</b>			
Equity attributable to equity holders of the Company			
Share capital	5,465,221	4,770,776	4,770,776
Reserves	40,939,961	31,616,837	30,908,094
	<u>46,405,182</u>	<u>36,387,613</u>	<u>35,678,870</u>
Non-controlling interests	3,237,991	3,118,248	2,798,152
<b>TOTAL EQUITY</b>	<u><b>49,643,173</b></u>	<u><b>39,505,861</b></u>	<u><b>38,477,022</b></u>

## NOTES

### 1. CORPORATE INFORMATION

The Company is a joint stock company with limited liability established in the People's Republic of China (the "PRC"). The registered office of the Company is Room A-1015, No.188 Ye Sheng Road, China (Shanghai) Pilot Free Trade Zone Lingang Special Area, the PRC and the principal place of business is 670 Dongdaming Road, Hongkou District, Shanghai, the PRC.

During the year, the Company and its subsidiaries (together the "Group") were involved in the following principal activities:

- (a) investment holding; and/or
- (b) oil shipment along the PRC coast and international shipment; and/or
- (c) vessel chartering; and/or
- (d) liquefied natural gas ("LNG") shipping; and/or
- (e) liquefied petroleum gas ("LPG") transportation; and/or
- (f) chemical transportation.

The Board regards China COSCO SHIPPING Corporation Limited ("COSCO SHIPPING"), a state-owned enterprise established in the PRC, as being the Company's ultimate parent company. The Board regards China Shipping Group Company Limited ("China Shipping"), a state-owned enterprise established in the PRC, as the immediate parent company.

The A shares ("A Shares") and H shares ("H Shares") of the Company are listed on the Main Board of the Shanghai Stock Exchange and The Stock Exchange of Hong Kong Limited (the "Stock Exchange") respectively.

These consolidated financial statements are presented in Renminbi ("RMB"), which is the functional currency of the Company, and all values are rounded to the nearest thousand except where otherwise indicated.

These consolidated financial statements were approved for issue by the Board on 26 March 2026.

### 2. BASIS OF PREPARATION AND CHANGES IN ACCOUNTING POLICIES

#### 2.1 BASIS OF PREPARATION

The consolidated financial statements have been prepared in accordance with Hong Kong Financial Reporting Standards ("HKFRS") Accounting Standards issued by the Hong Kong Institute of Certified Public Accountants ("HKICPA"), and the disclosure requirements of the Hong Kong Companies Ordinance.

The consolidated financial statements have been prepared on a going concern basis and under the historical cost convention, except for certain financial assets and liabilities (including derivative instruments) and investment property measured at fair value or revalued amount.

***Merger accounting for business combination involving entities under common control***

*(a) Acquisition during year ended 31 December 2025*

On 28 October 2025 and as disclosed in the announcement of the Company published on the same date, the Board approved the acquisition of 100% equity interest in COSCO SHIPPING LPG Transportation (Shanghai) Co., Ltd.\* (“上海中遠海運液化氣運輸有限公司” or “**Shanghai Liquefied Gas**”) held by COSCO SHIPPING Investment Dalian Co., Ltd.\* (“中遠海運大連投資有限公司” or “**COSCO SHIPPING Investment Dalian**”), which focuses on LPG transportation, by a wholly-owned subsidiary of the Company, Dalian COSCO SHIPPING Energy Supply Chain Co., Ltd.\* (“大連中遠海運能源供應鏈有限公司” or “**Dalian COSCO Energy**”), in order to achieve unified operation and development of the LPG transportation business.

The aggregate consideration for the acquisition of Shanghai Liquefied Gas is approximately RMB598,290,000.

The above-mentioned acquisition was completed on 31 December 2025. As COSCO SHIPPING Investment Dalian is ultimately controlled by COSCO SHIPPING, the acquisition of Shanghai Liquefied Gas was regarded as business combination under common control.

The net assets of the Shanghai Liquefied Gas are consolidated using the existing book values from the controlling party’s perspective. No amount is recognised in respect of goodwill or excess of acquirer’s interest in the net fair value of acquiree’s identifiable assets, liabilities and contingent liabilities over cost at the time of common control combination, to the extent of the continuation of the controlling party’s interest. The adjustments to eliminate share/registered capital of the combining entity or business against the related investment costs have been made to merger reserve in the consolidated statement of changes in equity.

The consolidated statement of profit or loss and other comprehensive income, the consolidated statement of financial position, the consolidated statement of changes in equity and the consolidated statement of cash flows for the prior periods have been restated to include the operating results of Shanghai Liquefied Gas as if the acquisitions had been completed on the date when the Shanghai Liquefied Gas was initially brought under the control of COSCO SHIPPING.

*(b) Acquisitions during year ended 31 December 2024*

On 14 October 2024, the Board approved a plan to integrate the controlling shareholder’s chemical logistics and supply chain businesses from COSCO SHIPPING Investment Dalian which focuses on LPG transportation, and COSCO Shipping (Shanghai) Co., Ltd.\* (“中遠海運(上海)有限公司” or “**COSCO Shipping (Shanghai)**”), which specialises in chemical transportation.

1. The Company acquired 100% equity interest in China Shipping Chemical Carrier Co., Ltd.\* (“中海化工運輸有限公司” or “**COSCO SHIPPING Chemical Carrier**”) (Note (i)) and 100% equity interest in Shanghai COSCO SHIPPING (Hong Kong) Co., Ltd.\* (Note (ii)) (“上海中遠海運(香港)有限公司” or “**Shanghai COSCO SHIPPING (Hong Kong)**”) from COSCO Shipping (Shanghai); and

2. The Company's wholly-owned subsidiary, Dalian COSCO Energy acquired 70% equity interest in Shenzhen COSCO Longpeng LPG Transportation Co., Ltd.\* (“深圳中遠龍鵬液化氣運輸有限公司” or “**Shenzhen Longpeng**”) and 87% equity interest in Hainan Zhaogang Shipping Co., Ltd.\* (“海南招港海運有限公司” or “**Hainan Zhaogang**”) from COSCO SHIPPING Investment Dalian.

*Notes:*

- (i) COSCO SHIPPING Chemical Carrier completed the change of company name on 25 December 2024 from “中海化工運輸有限公司” to “上海中遠海能化工運輸有限公司”, and the English name was changed from “China Shipping Chemical Carrier Co., Ltd.\*” to “Shanghai COSCO SHIPPING Chemical Carrier Co., Ltd.\*” (“**Shanghai COSCO Chemical Carrier**”).
- (ii) Shanghai COSCO SHIPPING (Hong Kong) completed the change of company name on 2 April 2025 from “上海中遠海運(香港)有限公司” to “中遠海能化工運輸(香港)有限公司”, and the English name was changed from “Shanghai COSCO SHIPPING (Hong Kong) Co., Ltd.” to “COSCO SHIPPING Energy Chemical Carrier (Hong Kong) Co., Ltd.\*” (“**Hong Kong Chemical Carrier**”).

The total consideration for the acquisitions of the above equity interest is in aggregate approximately RMB1,050,341,000.

The acquisitions mentioned above were completed on 31 October 2024. As COSCO SHIPPING Investment Dalian and COSCO Shipping (Shanghai) are ultimately controlled by COSCO SHIPPING, the acquisition of Shenzhen Longpeng, Hainan Zhaogang, Shanghai COSCO Chemical Carrier and Hong Kong Chemical Carrier (together the “**Acquired Entities**”) were respectively regarded as business combination under common control.

The net assets of the Acquired Entities are consolidated using the existing book values from the controlling party's perspective. No amount is recognised in respect of goodwill or excess of acquirer's interest in the net fair value of acquiree's identifiable assets, liabilities and contingent liabilities over cost at the time of common control combination, to the extent of the continuation of the controlling party's interest. The adjustments to eliminate share/registered capital of the combining entity or business against the related investment costs have been made to merger reserve in the consolidated statement of changes in equity.

The consolidated statement of profit or loss and other comprehensive income, the consolidated statement of financial position, the consolidated statement of changes in equity and the consolidated statement of cash flows for the prior periods have been restated to include the operating results of the Acquired Entities as if those acquisitions had been completed on the date when the Acquired Entities were initially brought under the control of COSCO SHIPPING.

## 2.2 APPLICATION OF AMENDMENTS TO A HKFRS ACCOUNTING STANDARD

Except as described below, the material accounting policies and methods of computation used in the preparation of the consolidated financial statements are consistent with the 2024 Annual Financial Statements.

### *Application of amendments to a HKFRS Accounting Standard*

In the current year, the Group has applied, for the first time, the following amendments to a HKFRS Accounting Standard by the HKICPA which are effective for the Group's financial year beginning on 1 January 2025:

Amendments to HKAS 21                      Lack of Exchangeability

The application of the amendments to HKAS 21 in the current year has had no material impact on the Group's financial performance and positions for the current and prior periods and/or on the disclosures set out in these consolidated financial statements.

### *New and amendments to HKFRS Accounting Standards issued but not yet effective*

The Group has not early applied the following new and amendments to HKFRS Accounting Standards that have been issued but are not yet effective:

HKFRS 18	Presentation and Disclosure in Financial Statements <sup>2</sup>
HKFRS 19	Subsidiaries without Public Accountability: Disclosures <sup>2</sup>
Amendments to HKFRS 9 and HKFRS 7	Amendments to the Classification and Measurement of Financial Instruments <sup>1</sup>
Amendments to HKFRS 9 and HKFRS 7	Contracts Referencing Nature-dependent Electricity <sup>1</sup>
Amendments to HKFRS Accounting Standards	Annual Improvements to HKFRS Accounting Standards – Volume 11 <sup>1</sup>
Amendments to HKFRS 10 and HKAS 28	Sale or Contribution of Assets between an Investor and its Associate or Joint Venture <sup>3</sup>
Amendments to HKAS 21	Translation to a Hyperinflationary Presentation Currency <sup>2</sup>

<sup>1</sup> Effective for annual periods beginning on or after 1 January 2026

<sup>2</sup> Effective for annual periods beginning on or after 1 January 2027

<sup>3</sup> Effective for annual periods beginning on or after a date to be determined

The Group has not early adopted the above new standard and amendments and improvement to existing standards and interpretation. The Group is in the process of assessing the impact of the new standard on the Group's accounting policies and consolidated financial statements. The adoption of the above amendments and improvement to existing standards and interpretation is not expected to have a significant effect on the consolidated financial statements of the Group, except that the adoption of HKFRS 18 may have impact on the presentation of the Group's consolidated financial statements.

### **3. REVENUES AND SEGMENT INFORMATION**

Segment information is presented by way of two segment formats: (i) on a primary segment reporting basis, by business segment; and (ii) on a secondary segment reporting basis, by geographical segment.

The Group's business segments are categorised as follows:

**(a) Oil transportation**

- oil shipment
- vessel chartering

**(b) LNG shipping**

**(c) LPG transportation**

**(d) Chemical transportation**

The Group's operating businesses are structured and managed separately, according to the nature of their operations and the services they provide. Each of the Group's business segments represents a strategic business unit that offers services which are subject to risks and returns that are different from those of other business segments.

### Business segments

An analysis of the Group's revenues and contribution by principal activity and geographical area for the year is set out as follows:

	For the year ended 31 December			
	2025		2024	
	Revenues	Contribution	Revenues	Contribution
	<i>RMB'000</i>	<i>RMB'000</i>	<i>RMB'000</i>	<i>RMB'000</i>
			(Restated)	(Restated)
By principal activity:				
Oil transportation				
– Oil shipment	18,897,196	4,194,346	17,863,640	4,015,894
– Vessel chartering	1,646,282	529,753	2,521,139	1,047,451
	<b>20,543,478</b>	<b>4,724,099</b>	20,384,779	5,063,345
LNG shipping	2,546,847	1,256,186	2,229,170	1,075,550
LPG transportation	277,430	78,160	231,152	62,611
Chemical transportation	333,311	48,142	313,627	52,583
	<b>23,701,066</b>	<b>6,106,587</b>	23,158,728	6,254,089
Other income and other gains, net		1,101,313		614,109
Marketing expenses		(113,899)		(83,908)
Administrative expenses		(1,185,939)		(1,127,319)
(Provision for)/reversal of impairment losses on financial and contract assets		(17,352)		3,612
Other expenses		(4,656)		(168,002)
Share of profits of associates		487,563		540,227
Share of profits of joint ventures		774,341		632,496
Impairment losses on property, plant and equipment and right-of-use assets		(449,131)		–
Finance costs		(1,342,413)		(1,415,218)
Profit before tax		<b>5,356,414</b>		<b>5,250,086</b>

The Group's revenues for the year are recognised over time.

The Group's revenues are mainly from contract period of less than one year. Therefore, the Group takes the expedient not to disclose the unsatisfied performance obligation under HKFRS 15.

Segment contribution represents the gross profit incurred by each segment without allocation of central administration costs (including emoluments of directors, supervisors and senior management), marketing expenses, (provision for)/reversal of impairment losses on financial and contract assets, other expenses, share of profits of associates, share of profits of joint ventures, impairment losses on property, plant and equipment and right-of-use assets, other income and other gains, net and finance costs. This is the supporting information reported to the Group's chief operating decision makers for the purposes of resource allocation and performance assessment.

The Group's business segments are presented based on revenue and contribution after elimination. Inter-segment transactions are charged at prevailing market price.

	<b>31 December 2025</b>	31 December 2024
	<b><i>RMB'000</i></b>	<i>RMB'000</i> (Restated)
Total segment assets		
Oil transportation	<b>52,501,412</b>	52,872,579
LNG shipping	<b>33,858,776</b>	23,284,330
LPG transportation	<b>1,897,070</b>	2,047,210
Chemical transportation	<b>1,103,497</b>	888,792
Others	<b>2,717,825</b>	2,719,512
	<b><u>92,078,580</u></b>	<u>81,812,423</u>
Total segment liabilities		
Oil transportation	<b>22,714,178</b>	25,016,592
LNG shipping	<b>18,287,833</b>	16,254,537
LPG transportation	<b>1,130,644</b>	620,154
Chemical transportation	<b>297,877</b>	410,933
Others	<b>4,875</b>	4,346
	<b><u>42,435,407</u></b>	<u>42,306,562</u>

As at 31 December 2025, the approximate total net carrying amount of the Group's oil tankers, LNG vessels, LPG tankers and chemical tankers were RMB27,526,331,000 (31 December 2024: approximately RMB30,894,347,000), RMB19,768,572,000 (31 December 2024: approximately RMB15,851,670,000), RMB1,153,927,000 (31 December 2024: approximately RMB912,567,000) and RMB966,016,000 (31 December 2024: approximately RMB831,394,000) respectively.

## Geographical segments

	For the year ended 31 December			
	2025		2024	
	Revenues	Contribution	Revenues	Contribution
	<i>RMB'000</i>	<i>RMB'000</i>	<i>RMB'000</i>	<i>RMB'000</i>
			(Restated)	(Restated)
By geographical area:				
Domestic	5,741,985	1,404,726	6,101,998	1,518,415
International	17,959,081	4,701,861	17,056,730	4,735,674
	<u>23,701,066</u>	<u>6,106,587</u>	<u>23,158,728</u>	<u>6,254,089</u>

Geographical segments information is not presented by country, as the Group's main business are shipping with routes all over the world, precluding a meaningful allocation of operating profit to specific country segments.

## Other information

	Oil transportation <i>RMB'000</i>	LNG shipping <i>RMB'000</i>	LPG transportation <i>RMB'000</i>	Chemical transportation <i>RMB'000</i>	Others <i>RMB'000</i>	Total <i>RMB'000</i>
<b>Year ended 31 December 2025</b>						
Additions to non-current assets	2,596,252	3,765,512	251,518	80,352	2,118	6,695,752
Depreciation and amortisation	3,211,392	607,430	62,067	32,681	325	3,913,895
Impairment losses on property, plant and equipment and right-of-use assets	449,131	-	-	-	-	449,131
Gains/(losses) on disposals of property, plant and equipment, net	667,321	(17)	-	1,898	76	669,278
Interest income	141,023	25,294	4,148	1,008	-	171,473
	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
<b>Year ended 31 December 2024 (Restated)</b>						
Additions to non-current assets	2,037,091	4,330,877	216,326	315,567	-	6,899,861
Depreciation and amortisation	2,974,901	535,007	49,848	34,352	343	3,594,451
Gains/(losses) on disposals of property, plant and equipment, net	143,243	(10)	383	(23)	-	143,593
Interest income	160,590	18,693	6,068	216	158	185,725
	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>

The principal assets employed by the Group are located in the PRC and, accordingly, no geographical segment analysis of assets and expenditures has been prepared for the years ended 31 December 2025 and 2024.

#### 4. OTHER INCOME AND OTHER GAINS, NET

	For the year ended	
	31 December	
	2025	2024
	RMB'000	RMB'000
		(Restated)
Other income		
Interest income from loan receivables	78,910	89,990
Bank interest income	92,563	95,735
Dividends received from financial assets at FVOCI	20,615	20,149
Rental income from investment properties	565	261
Subsidies	178,080	105,680
Others	120,950	11,402
	<u>491,683</u>	<u>323,217</u>
Other gains, net		
Exchange (losses)/gains, net	(67,033)	159,563
Gains on disposals of property, plant and equipment, net	669,278	143,593
Others	7,385	(12,264)
	<u>609,630</u>	<u>290,892</u>
	<u>1,101,313</u>	<u>614,109</u>

#### 5. FINANCE COSTS

	For the year ended	
	31 December	
	2025	2024
	RMB'000	RMB'000
		(Restated)
Interest expenses on:		
– bank and other borrowings and other loans	1,418,633	1,506,472
– interest rate swaps: cash flow hedges, reclassified from other comprehensive income	(48,708)	(98,187)
– lease liabilities	37,807	47,775
– exchange losses, net	6,292	20,056
	<u>1,414,024</u>	<u>1,476,116</u>
Less: interest capitalised	<u>(71,611)</u>	<u>(60,898)</u>
	<u>1,342,413</u>	<u>1,415,218</u>

During the year, the capitalisation rates applied to funds borrowed and utilised for the vessels under construction were at rates of 2.39% to 5.12% (2024: 2.25% to 6.19%) per annum.

## 6 INCOME TAX EXPENSE

		<b>For the year ended</b>	
		<b>31 December</b>	
	<i>Notes</i>	<b>2025</b>	2024
		<b>RMB'000</b>	<b>RMB'000</b>
			(Restated)
Current income tax			
PRC			
– provision for the year	(i)	<b>675,112</b>	799,200
– adjustments for current tax of prior years		<b>6,610</b>	(88,764)
Hong Kong			
– provision for the year		<b>2,465</b>	2,573
Other districts			
– provision for the year	(ii)	<b>1,492</b>	2,017
		<u><b>685,679</b></u>	<u>715,026</u>
Deferred income tax			
Increase in deferred tax assets		<b>(47,928)</b>	(13,100)
Increase in deferred tax liabilities		<b>295,769</b>	156,387
		<u><b>247,841</b></u>	<u>143,287</u>
Total income tax expense		<u><b>933,520</b></u>	<u>858,313</u>

### *Notes:*

#### (i) PRC Corporate Income Tax

Under the Law of the PRC on Corporate Income Tax Law (the “**CIT Law**”) and Implementation Regulation of the CIT Law, the tax rate of the entities within the Group established in the PRC is 25% (2024: 25%) except for those entities with tax concession.

#### (ii) Taxes or profits assessable elsewhere have been calculated at the rates of tax prevailing in the countries or jurisdictions in which the entities within the Group operate.

## 7. DIVIDENDS

	<b>For the year ended</b>	
	<b>31 December</b>	
	<b>2025</b>	2024
	<b>RMB'000</b>	<b>RMB'000</b>
Final dividend for 2024 – RMB0.21 (31 December 2024):		
Final dividend for 2023 – RMB0.35) per share	<b>1,001,863</b>	1,669,772
Interim profit distribution for 2025 – Nil		
(Interim profit distribution for 2024 – RMB0.22 per share)	<u>–</u>	<u>1,049,571</u>
	<b><u>1,001,863</u></b>	<b><u>2,719,343</u></b>

At the Board meeting held on 26 March 2026, the Board proposed a final dividend of approximately RMB2,076,784,000 representing RMB0.38 per share, in respect of the profits for the year ended 31 December 2025. This proposed final dividend is subject to the approval of the Company's shareholders at the forthcoming annual general meeting, and accordingly has not been recognised as a liability at the end of the year.

## 8. EARNINGS PER SHARE

### (a) Basic

	<b>For the year ended</b>	
	<b>31 December</b>	
	<b>2025</b>	2024
		(Restated)
Profit attributable to equity holders of the Company ( <i>RMB'000</i> )	<u><b>4,037,075</b></u>	<u>4,043,330</u>
Weighted average number of ordinary shares in issue ( <i>thousand</i> )	<u><b>4,886,517</b></u>	<u>4,770,776</u>
Basic earnings per share ( <i>RMB cents/share</i> )	<u><b>82.62</b></u>	<u>84.75</u>

Basic earnings per share is calculated by dividing the profit attributable to equity holders of the Company by the weighted average numbers of ordinary shares in issue during the year.

### (b) Diluted

Diluted earnings per share is calculated by adjusting the weighted average number of ordinary shares outstanding to assume conversion of all potentially dilutive ordinary shares. The Company's potentially dilutive ordinary shares comprised share options.

The computation of diluted earnings per share does not assume the exercise of the Company's share options because the exercise price of those share options was higher than the average market price for shares for the years ended 31 December 2025 and 2024. The diluted earnings per share is equal to the basic earnings per share for both years.

## MANAGEMENT DISCUSSION AND ANALYSIS

### I. The main businesses, operating model of the Company and conditions of the industry during the Reporting Period

#### 1. *Industry and characteristics*

The Group is mainly engaged in the shipping of crude oil, product oil, Liquefied Natural Gas (“LNG”), Liquefied Petroleum Gas (“LPG”), chemicals and other bulk liquid hazardous cargo. With oil tanker and LNG transportation as its two core businesses, the Group possesses extensive management experience and strong brand recognition, maintaining a solid corporate image within the industry.

Oil, natural gas, and chemicals fall under the category of bulk commodities and serve as core materials for global economic activities. They provide a crucial foundation for industrial production, equipment manufacturing, and consumer consumption while also playing an essential role in international trade. Due to the imbalance between the distribution and consumption regions of energy resource, global trade flows have consequently emerged. Serving as a bridge connecting producing and consuming countries, the shipping industry undertakes the majority of oil, natural gas and chemical transportation. It not only drives global economic growth but also strengthens the resilience and long-term stability of the global supply chain.

The Group takes ships as its core assets, with a high-quality crew workforce and safety management system as its core competencies, providing maritime energy transportation services to global customers. The shipping industry is characterized by the following key features:

- (1) **High cyclicity:** The shipping industry is highly dependent on trade development, which is closely linked to economic conditions. As a result, transportation demand in the shipping industry is easily influenced by economic cycles.
- (2) **High volatility:** The supply of transportation capacity in the market is difficult to perfectly align with transportation demand at all times and in all locations. On the one hand, as transportation demand fluctuates, adjusting global shipping capacity cannot be accomplished instantly. On the other hand, the addition and removal of vessels from the market require a certain amount of time. As a result, the imbalance between the supply of transportation capacity and transportation demand often leads to significant uncertainty and volatility in freight rates.
- (3) **High capital intensity:** The shipping industry is a capital-intensive sector. The construction, maintenance and operation of vessels require substantial investment. Furthermore, the long lifespan of vessels often results in prolonged investment return periods.

- (4) **Highly regulatory environment:** The shipping industry is highly regulated, encompassing vessel safety, environmental protection, crew rights, and navigation rules. The International Maritime Organization (“**IMO**”) has established regulations such as the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL), and the Maritime Labour Convention (MLC). Although these regulations enhance industry safety and environmental protection, they also add to the operational costs and complexity in the shipping industry. As a result, the shipping industry requires a high level of technical expertise.

The shipping industry segment in which the Company operates has the following characteristics:

- (1) **Oil transportation:** Crude oil is unprocessed natural petroleum extracted directly from underground or seabed deposits, with maritime transportation serving as the primary method for global oil transportation. Cross-regional seaborne crude oil shipments offer high volume and low cost but remain highly dependent on critical maritime routes, making them susceptible to geopolitical tensions and changes in natural conditions; the major trade flows are from production regions in the Middle East, West Africa, the Americas and Russia to core consumption regions in Asia and Europe. Product oil, including gasoline, diesel and naphtha, is derived from crude oil through refining and processing. The trade pattern is dominated by “intra-regional circulation, supplemented by cross-regional complementarity”. Core exporters include the Middle East and Asian countries such as Singapore, while regions with limited refining capacity, such as Europe and the Americas are major importers. Overall, trade flows are influenced by factors including refining capacity distribution, geopolitics and shipping costs. The types of oil tankers mainly include very large crude carriers (“**VLCC**”), Suezmax (“**Suezmax**”), Aframax (“**Aframax**”)/Long Range 2 (“**LR2**”), Panamax (Panamax)/Long Range 1 (LR1) and Medium Range (“**MR**”).

- (2) **LNG transportation:** LNG is natural gas liquefied at an ultra-low temperature of -162°C, shrinking its volume to approximately 1/600 of its original size. During transportation, it must be maintained at low temperatures, requiring exceptionally high insulation performance for transportation equipment. Additionally, LNG transportation requires stringent safety measures to prevent leaks, fires, and other accidents. As a result, LNG carriers have been recognised internationally as “three high” products with high technology, high difficulty and high added value. In the current global LNG fleet, most shipowners enter into long-term time charters with charterers, which brings stable freight and investment returns for transportation enterprises while ensuring reliable energy supply to energy traders.
- (3) **LPG transportation:** LPG is a by-product of petroleum extraction, refining and natural gas production, primarily composed of propane and butane, and may also include petrochemical products such as ethylene, propylene, and butylene, with trade flows primarily from regions such as the Middle East and the United States to consumption markets such as Asia and Europe. Based on different liquefaction conditions during transportation, LPG carriers are mainly classified into fully pressurized, semi-refrigerated and fully refrigerated types.
- (4) **Chemical transportation:** Chemicals are generally classified into organic chemicals, inorganic chemicals and vegetable oils, which have diverse production sources, subcategories and end uses. The maritime trade of chemicals is primarily concentrated in three major regions, namely Europe, Asia and North America, which include key trade flows such as intra-Northeast Asia routes, European continental routes, and Southeast Asia-Northeast Asia routes. Chemical tankers are generally classified into IMO1, 2, and 3 types based on the level of environmental and safety hazards posed by the chemicals, with IMO 1 being the most hazardous and IMO 3 the least.

## ***2. The competitive position and operating model of the Group in the industry***

The two core businesses of the Group are oil transportation and LNG shipping, and relying on China’s huge demand for oil and gas import, abundant international and domestic large-scale customer resources and comprehensive industrial chain resources of the controlling shareholder, the Group has maintained its leading position in the oil and gas import transportation sector in China, exerting a good market influence and brand reputation by virtue of its excellent management expertise and leading fleet size.

In terms of fleet size, the Group is the world's largest oil tanker owner, covering all mainstream tanker types, and stands out globally with its complete type of vessels. As at 31 December 2025, the Group owned and controlled 155 oil tankers with a total capacity of 22.576 million Dead Weight Tonnage (“**DWT**”); had 18 newbuilding oil tankers with a total capacity of 2.961 million DWT to be delivered; and had 6 VLCCs with a total capacity of 1.842 million DWT to be delivered under bareboat charters. As the tanker owner with the most comprehensive vessel portfolio, the Group executes oil transportation business through diversified operational models including spot market chartering, time chartering, signing contracts of affreightment (“**COA**”) with cargo owners, and entering associated operating entities (“**POOL**”) using its self-owned and controlled tankers. By implementing the integration of domestic and international voyages by employing crude and product tankers across different sizes, The Group gives full play to the advantages of its vessel types and shipping route networks to provide customers with whole-process logistics solutions involving materials import in international trade, transshipment, and lightering in domestic trade, product oil transport and export, and downstream chemicals transportation, etc., to help customers with means to reduce logistics costs and therefore realize win-win cooperation.

As the world's leading oil tanker owner, the Group continues to provide quality energy transportation services for important domestic and international customers with its global operating network, solid and safety ship management expertise, and “customer-centric” marketing philosophy. In addition, as China is the largest importer of oil and natural gas globally, China's massive oil and gas import volume has brought the Group an affluent customer base and tremendous business opportunities. Through in-depth cooperation over a long period, the Group has established good partnerships with major oil companies and domestic independent refineries, laying an essential foundation for the Group's business development and value-creation capabilities.

As a leader in China's LNG shipping business, the Group participates in global LNG shipping. COSCO SHIPPING LNG Investment (Shanghai) Co., Ltd. (“**CSLNG**”), a wholly-owned subsidiary of the Group, and China LNG Shipping (Holdings) Limited (“**CLNG**”), in which the Company holds 50% equity, are the leading large-scale LNG transportation companies in China. As at 31 December 2025, the Group had invested in 87 LNG carriers. Among them, 63 LNG carriers with a total capacity of 10.662 million cubic meters have been put into operation; 24 LNG carriers with a total capacity of 4.375 million cubic meters to be delivered are under construction; and 1 bareboat-chartered LNG carrier with a capacity of 174 thousand cubic meters has also been put into operation. The commissioned vessels are all engaged in long-term charters, providing relatively stable income. In recent years, as the LNG carriers, for which the Group is involved in investment and construction, are put into operation, the Group's LNG transportation business has entered the harvest period.

The Group’s LPG transportation business is operated by Dalian COSCO SHIPPING Energy Supply Chain Co., Ltd.\* (“大連中遠海運能源供應鏈有限公司” or “**Dalian COSCO Energy**”), a wholly-owned subsidiary of the Group, which is primarily engaged in domestic coastal and international LPG shipping. The cargoes transported include LPG, propylene, and butadiene, and business activities are driven by diverse operational strategies including spot charters and time charters. As at 31 December 2025, the Group owned 12 LPG carriers with a total capacity of 131 thousand cubic meters; and had 2 LPG carriers with a total capacity of 12 thousand cubic meters to be delivered.

The Group’s chemical transportation business is primarily operated by Shanghai COSCO SHIPPING Chemical Carrier Co., Ltd.\* (“上海中遠海能化工運輸有限公司” or “**Shanghai COSCO Chemical Carrier**”), a wholly-owned subsidiary of the Group, which is primarily engaged in international and domestic bulk chemical shipping. It specializes in foreign trade routes in Southeast Asia and Northeast Asia, as well as domestic coastal shipping, with extensive experience in managing chemical tankers. As at 31 December 2025, the Group owned 9 chemical tankers with a total capacity of 84 thousand DWT; and 1 chemical tankers with a total capacity of 9.2 thousand DWT to be delivered are under construction.

China COSCO SHIPPING Corporation Limited (together with its subsidiaries, the “**COSCO SHIPPING Group**”), the controlling shareholder of the Group, has formed a relatively complete industrial structure system in the upstream and downstream industrial chains of shipping, ports, logistics, shipping finance, ship repair and building, and digital innovation. Relying on the solid resource background and brand advantages of COSCO SHIPPING Group, the Group is enabled to implement large-scale refined procurement of bunker fuel, sign preferential port usage agreements, enrich customer and route resources, and actively explore coordinated development with outstanding companies under the controlling shareholder, so as to provide better-integrated energy transportation solutions and value-added services for all parties, and continues to move towards the goal of “resource integrator” and “solution provider”.

In the overall business structure of the Group, the international (foreign trade) oil transportation business provides cyclical elasticity in the Group’s operating results. Besides the stably increasing profitability from the LNG transportation business, as a leading player in the coastal crude oil and product oil transportation industry in the PRC, the Group’s position in the coastal (domestic trade) oil transportation market also provides a “safety cushion” for the Group’s operating results. The LPG and chemical transportation segments have expanded the Group’s business footprint in the energy transportation sector, driving the continuous expansion of its core business from maritime energy transportation to the energy and chemical logistics supply chain.

## II. Analysis of the international and domestic energy transportation market during the Reporting Period

### 1. *International oil shipping market*

In 2025, the global oil market maintained a loose supply pattern. According to the International Energy Agency (“**IEA**”), on the supply side, global oil supply increased by nearly 3.1 million barrels per day (“**bpd**”) in 2025. The gradual phase-out of production cuts by the Organization of the Petroleum Exporting Countries and its allies (“**OPEC+**”) constituted an important contributor to supply growth; non-OPEC+ production increased by approximately 1.8 million bpd, with major contributions from the United States, Brazil, Canada and Guyana. On the demand side, benefiting from an improved macroeconomic environment and relatively low oil prices, global oil demand increased by 770,000 bpd, with China being the primary contributor. In terms of inventories, global oil inventories rose to a four-year high, with total restocking of 477 million barrels in 2025, of which 111 million barrels were from China.

#### (1) *International crude oil shipping market*

In 2025, the international oil shipping market trended upward after a weak start, with freight rates of VLCC continuously breaking record highs. The market of crude oil tankers experienced a robust upward trend. Driven by multiple favorable factors including tightened sanctions in Europe and the United States, increased production by OPEC+, and growing demand for long-haul routes, freight rates surged during the fourth quarter. Among them, VLCC delivered an outstanding performance. The annual average Time Charter Equivalent (“**TCE**”, also known as average daily earnings) for VLCC on the typical route TD3C (Middle East–China) amounted to approximately USD57,500 per day, representing a year-on-year increase of 65%, with daily earnings peak exceeding USD140,000 during the year, outperforming other vessel types.

**In terms of shipping demand**, in 2025, the gradual release of OPEC+ production and the rebound in Middle Eastern crude oil exports consolidated the fundamental cargo base for Far East routes; Export growth from American countries such as Brazil and Guyana further boosted the industry’s average shipping distance; China’s annual crude oil imports reached 578 million tons, representing a year-on-year increase of 4.4%, laying a crucial foundation for VLCC transportation demand. Meanwhile, India reduced its imports of Russian oil and increased its purchases of “compliant oil”, which further reshaped the global oil trade landscape, boosting tonne-miles demand.

**In terms of tanker supply**, according to Clarksons (“**Clarksons**”), 6 new VLCC were delivered and 2 were scrapped in 2025, resulting in a relatively limited net growth in capacity. As of the end of the Reporting Period, there were 156 new shipbuilding orders for VLCC globally, accounting for 17% of the VLCC fleet; the proportion of VLCC aged over 20 years globally has approached 20%, with the aging trend further intensifying.

(2) *International product oil shipping market*

During the Reporting Period, freight rates of product oil tankers continued to consolidate. Affected by the significant surge in freight rates of crude oil tankers, the freight rates of product oil tankers experienced a concentrated increase in the fourth quarter. In 2025, the average TCE for the LR2 typical route TC1 (Middle East-Japan) was approximately USD30,199 per day, representing a year-on-year decrease of 25%, but it still remained in the market prosperity range.

**In terms of shipping demand**, global seaborne volume of product oil transportation trade remained largely stable in 2025, with geopolitical events and energy transition driving shifts in trade flow pattern of seaborne product oil transportation trade. On the export side, China’s seaborne product oil transportation exports declined by 0.6% year-on-year; Russia’s product oil exports plummeted significantly due to sanctions and attacks on refineries. On the import side, shutdowns at European refineries intensified reliance on diesel imports, while gasoline imports remained weak. The commissioning of West African refineries reduced local demand for imported product oil.

**In terms of tanker supply**, according to Clarksons, LR2 and MR tankers dominated new deliveries in 2025, with 54 and 86 tankers delivered respectively, accounting for 10.6% and 4.7% of the total number of their respective tanker types. A total of 2 LR2 and 14 MR tankers were scrapped during the year. As of the end of the Reporting Period, global new orders for LR2 and MR oil tankers amounted to 168 and 269, respectively, accounting for 33% and 14.6% of the total number of their respective tanker types.

## **2. Domestic oil shipping market**

### *(1) Crude oil shipping market*

In 2025, the total volume of domestic crude oil transportation (MR and above) was approximately 98 million tons, representing a year-on-year increase of approximately 4 million tons. Among them, in terms of offshore oil, the volume maintained steady growth of 500,000 to 1,000,000 tons per annum, whereas in terms of transshipment oil, market demand was muted in the first three quarters. However, in the fourth quarter, driven by falling international crude oil prices and increased crude oil imports by domestic refineries, demand rebounded significantly.

### *(2) Product oil shipping market*

During the Reporting Period, domestic demand for product oil shipping declined, putting freight rates under pressure, and seaborne transportation trade was dominated by 10,000-tonne tankers.

## **3. LNG shipping market**

In 2025, driven by capacity expansion, the volume of global LNG trade continued to grow, with global import demand characterized by “strong in the west and weak in the east” pattern. As of the end of 2025, global operational LNG liquefaction capacity stood at approximately 497 million tons per annum, representing a year-on-year increase of approximately 4.2%. Total global LNG imports for the year reached 431 million tons, representing a year-on-year increase of approximately 4.6%; Asia remained the world’s largest LNG import market; Europe was the primary driver of global LNG demand growth, which was mainly attributable to the complete cessation of Russian pipeline gas supplies with effect from 1 January 2025, prompting Europe to rely on seaborne imports to fill the supply gap caused by the disruption of pipeline deliveries.

The LNG spot shipping market was generally muted throughout the year, with spot charter rates fluctuating between USD20,000 and USD40,000 per day for most of the year. From late October to early December, spot charter rates rose sharply driven by seasonal demand and a surge in Atlantic Basin exports, peaking at nearly USD200,000 per day. As shipowners remain optimistic about the trade growth brought by the commissioning of liquefaction projects under construction, coupled with persistently high newbuilding prices, 10-year time charter rates have generally stayed at USD70,000-80,000 per day.

On the LNG vessel supply side, concentrated deliveries of new vessels have driven fleet growth. As of the end of 2025, the global LNG carrier fleet stood at 745 vessels (excluding LNG bunkering vessels, Floating Storage and Regasification Unit (FSRU), Floating Storage Unit (FSU) and Floating Liquefaction Natural Gas (FLNG)), representing a year-on-year increase of 9.2%.

#### **4. LPG shipping market**

##### *(1) International shipping market*

In 2025, according to Drewry (“**Drewry**”), global LPG trade volume reached 134 million tons, representing a year-on-year increase of approximately 1.9%. Affected by external factors such as geopolitical conflicts and U.S. tariffs, the global LPG trade flows underwent shifts, with more diversified trade routes supporting continued growth in tonne-miles demand. A total of 12 new Very Large Gas Carriers (“**VLGC**”) were delivered globally in 2025. In the short term, the growth in global VLGC shipping capacity and demand for such capacity is expected to maintain a dynamic equilibrium.

##### *(2) Domestic shipping market*

In 2025, the LPG market remained generally stable. Domestic annual LPG production stood at 53.406 million tons, representing a decrease of 1.6% compared with 2024. LPG export volumes from major domestic large-scale refineries were stable; downstream consumption is projected to reach 77.95 million tons, representing an increase of 3.47% compared with 2024.

#### **5. Chemical shipping market**

##### *(1) International shipping market*

In the first half of 2025, chemical freight rates remained generally muted, with a seasonal recovery in the second half of 2025. According to Drewry, global seaborne trade volume of chemicals/vegetable oils reached 315 million tons in 2025, representing a year-on-year increase of 2.4%. As of the end of December 2025, the global fleet of chemical/vegetable oil tankers stood at 3,019 tankers, representing an increase of 44 tankers compared to the end of 2024.

##### *(2) Domestic shipping market*

In 2025, the domestic chemical shipping market faced overall pressure due to weak market demand in the petrochemical industry and rising costs for petrochemical companies.

### III. Review of operating results during the Reporting Period

As at 31 December 2025, the Group held and controlled 155 tankers with a capacity of 22.576 million DWT. Among the 87 LNG vessels that the Group has invested in and constructed, 63 LNG vessels with a capacity of 10.662 million cubic metres have been put into operation, and 1 bareboat-chartered LNG vessel with a capacity of 174 thousand cubic metres has also been put into operation. The Group further owned 12 LPG carriers with a total capacity of 0.131 million cubic meters and 9 chemical tankers with a total capacity of 0.084 million DWT.

In 2025, the Group realized a transportation volume (excluding time charters) of 185.12 million tons with a year-on-year increase of 2.6%; transportation turnover (excluding time charters) of 653.4 billion tonne-miles with a year-on-year increase of 8.1%; revenues from principal operations of RMB23.701 billion with a year-on-year increase of 2.3%; cost of principal operations of RMB17.594 billion with a year-on-year increase of 4.1%; and gross profit margin decreased by 1.2 percentage points year-on-year. The profit for the Reporting Period attributable to equity holders of the Company was RMB4.037 billion, remaining largely flat year-on-year; and earnings before interest, taxes, depreciation and amortization (EBITDA) of RMB10.613 billion with a year-on-year increase of 3.4%.

In 2025, against the backdrop of rising external uncertainty and a complex, volatile global energy trade environment, the Group maintained its focus on enhancing customer service capabilities and strengthening the resilience of the global energy supply chain. Adhering to the strategic theme of “pursuing higher quality, greater efficiency and improved returns”, the Group consolidated operational performance and improved operational quality through the coordinated advancement of the following seven core initiatives. During the Reporting Period, the Group achieved the profit for the Reporting Period attributable to equity holders of the Company of RMB4,037 million and a weighted average return on net assets of 10.4% and further optimized gearing ratio to 46.1%, marking a sustained advancement in high-quality development.

Firstly, the Group continued to strengthen the global oil tanker deployment capacity, further optimized the operating network, and effectively responded to market volatility by proactively expanding emerging customers and third-country markets and enhancing the global operations for small and medium-sized tankers. Secondly, the Group achieved high-quality and steady development in LNG transportation business, further consolidated its leading industry position, precisely implemented major projects, steadily enhanced operational management capabilities and consistently contributed stable returns. Thirdly, the Group continued to improve energy and chemical logistics supply chain, with vigorous development of “chain-based” operations, and innovatively launched digital supply chain products “Yuanhai Jincheng” and “Yuanhai Huanyang”, achieving an upgrade in end-to-end services. Fourthly, the Group pursued excellence in cost control and capital optimization, and achieved breakthroughs in operating cost control while the advantage in funding costs was further enhanced through comprehensive budgeting and lean management. Fifthly, the Group promoted its green transition through technological innovation, accelerated the fostering of new quality productive forces, expedited the development of applications including intelligent vessel management, commenced the construction of methanol dual-fuel oil tankers, and continuously enriched reserves of green innovative technologies, marking substantive progress in the green transition. Sixthly, the Group continuously improved and upgraded the safety management system, achieved “technology-enabled prevention and intelligent control” by leveraging technology to enhance safety and conducted multiple special safety inspections, safeguarding the Company’s high-quality development with high-level safety. Seventhly, the Group achieved remarkable results in capital operations, and efficiently completed the issuance of A Shares to specific target subscribers raising RMB8 billion, introducing long-term investors to optimize the capital structure and injecting new momentum into its long-term development.

## 1. Revenue from principal operations

In 2025, overall conditions of the Group's principal operations classified by products transported and geographical regions were as follows:

### *Principal operations by products transported*

Industry or product	Revenue	Operating costs	Gross profit margin	Increase/ (decrease) in revenue as compared with 2024	Increase/ (decrease) in operating costs as compared with 2024	Increase/ (decrease) in gross profit margin as compared with 2024
						(percentage points)
	(RMB'000)	(RMB'000)	(%)	(%)	(%)	
Domestic crude oil	3,174,057	2,187,211	31.1	(5.9)	(4.1)	(1.3)
Domestic product oil	2,134,566	1,775,316	16.8	(10.3)	(11.0)	0.6
Domestic oil tanker chartering	148,350	142,000	4.3	18.9	13.9	4.2
<b>Domestic Oil Shipping Sub-Total</b>	<b>5,456,973</b>	<b>4,104,527</b>	<b>24.8</b>	<b>(7.1)</b>	<b>(6.7)</b>	<b>(0.3)</b>
International crude oil	11,248,578	8,961,759	20.3	17.0	13.2	2.6
International product oil	2,339,995	1,778,564	24.0	(6.2)	7.4	(9.6)
International oil tanker chartering	1,497,932	974,529	34.9	(37.5)	(27.8)	(8.8)
<b>International Oil Shipping Sub-Total</b>	<b>15,086,505</b>	<b>11,714,852</b>	<b>22.3</b>	<b>4.0</b>	<b>7.3</b>	<b>(2.4)</b>
<b>Oil Shipping Sub-Total</b>	<b>20,543,478</b>	<b>15,819,379</b>	<b>23.0</b>	<b>0.8</b>	<b>3.2</b>	<b>(1.8)</b>
<b>LNG Shipping</b>	<b>2,546,847</b>	<b>1,290,661</b>	<b>49.3</b>	<b>14.3</b>	<b>11.9</b>	<b>1.1</b>
<b>LPG Shipping</b>	<b>277,430</b>	<b>199,270</b>	<b>28.2</b>	<b>20.0</b>	<b>18.2</b>	<b>1.1</b>
<b>Chemical Shipping</b>	<b>333,311</b>	<b>285,169</b>	<b>14.4</b>	<b>6.3</b>	<b>9.2</b>	<b>(2.4)</b>
<b>Total</b>	<b>23,701,066</b>	<b>17,594,479</b>	<b>25.8</b>	<b>2.3</b>	<b>4.1</b>	<b>(1.2)</b>

*Principal operations by Geographical Regions*

Regions	Revenue	Operating costs	Gross profit margin	as compared with 2024	Increase/ (decrease) in operating costs as compared with 2024	Increase/ (decrease) in gross profit margin as compared with 2024
Domestic shipping	5,741,985	4,337,259	24.5	(5.9)	(5.4)	(0.4)
International shipping	17,959,081	13,257,220	26.2	5.3	7.6	(1.6)
<b>Total</b>	<b>23,701,066</b>	<b>17,594,479</b>	<b>25.8</b>	<b>2.3</b>	<b>4.1</b>	<b>(1.2)</b>

**2. Shipping business – Oil, gas and chemical shipping**

*(1) International oil shipment business*

In 2025, the international tanker fleet of the Group achieved revenue from shipping of RMB15.087 billion, representing a year-on-year increase of 4.0%; gross profit from shipping amounted to RMB3.372 billion, representing a year-on-year decrease of 6.0%; and gross profit margin was 22.3%, representing a year-on-year decrease of 2.4 percentage points.

In the face of the complex situation characterized by intertwined changes in the international shipping market and ongoing geopolitical risks, the Group focused on strengthening the refined operation of the fleet, actively expanding high-quality customers, as well as seizing market fluctuation opportunities to improve overall operational efficiency. This includes:

VLCC fleet:

- 1) The Group continuously advanced route layout and diversified customer structures. During the Reporting Period, the West Africa eastbound route accounted for 23% of the operating days, while the Brazil and North America eastbound routes accounted for 25% of the operating g days.

- 2) The Group continued to deepen cooperation with key customers, renewed COA for global routes with large international oil companies, and continuously developed new customers and cargo sources, so as to enhance the ability to withstand external market volatility and further strengthen overall commercial resilience.

International small and medium-sized fleet:

- 1) The Group continued to advance global business layout, focusing on high-value-added Atlantic, Oceania and trans-Pacific routes beyond the traditional footprint in the Far East-Southeast Asia regions, while actively developing triangular routes and return cargoes.
- 2) The Group expanded the controlled Aframax fleet capacity through time chartering and deployed tankers for operations in the Atlantic market. The Aframax fleet achieved the global allocation of capacity resources and operations across the Far East-Oceania-US West Coast-Atlantic region, significantly enhancing the fleet's overall profitability.
- 3) By leveraging the fleet's unique operational advantages of domestic and international trade, as well as crude and product oil tankers coordination, the Group optimized tanker deployment in combination with real-time changes in different market segments, and enhanced overall fleet earnings.

(2) *Domestic oil shipping business*

In 2025, the domestic tanker fleet of the Group achieved revenue from shipping of RMB5.457 billion with a year-on-year decrease of 7.1%; gross profit from shipping amounted to RMB1.352 billion with a year-on-year decrease of 8.5%; and gross profit margin was 24.8%, representing a year-on-year decrease of 0.3 percentage points.

Operational highlights are as follows:

- 1) The Group continued to maintain long-term cooperative relationships with major domestic oil companies, leading private refineries and other core customers to ensure the supply of basic cargo. In 2025, the coverage ratio of domestic COA reached approximately 90%.
- 2) The Group enhanced market sensitivity, actively responded to the domestic trade logistics needs of foreign trade customers, seized the growth opportunities in the transshipment oil market, effectively enriched cargo sources and route layout, and further consolidated market share.

- 3) The Group deepened business synergies with joint ventures and associates, increased the share of offshore oil transportation business and fleet operational efficiency through cargo exchange, continuously optimized cargo structure and enhanced the proportion of high-quality cargo.

(3) *LNG shipping business*

In 2025, the Group's LNG shipping segment recorded operating income of RMB2.547 billion, representing a year-on-year increase of 14.3%; investment income amounted to RMB859 million, up 15.3% year-on-year; and contributed the profit for the Reporting Period attributable to equity holders of the Company of RMB895 million, representing a year-on-year increase of 10.4%.

Operational highlights are as follows:

- 1) The Group actively addressed the challenges posed by intensive new shipbuilding, and ensured effective supervision of the construction and delivery of vessels. During the Reporting Period, the Group acquired a total of 13 LNG carriers, with a steady increase in the fleet capacity.
- 2) The Group continued to provide customers with safe and efficient transportation services, with continuous enhancement in independent ship management capability. The operational efficiency of project vessels remained stable, together with a steady increase in the profit contribution capacity.
- 3) The Group strengthened the development of the sea crew pool, with order-based training program for LNG sea crew entering a productive phase, and built high-quality LNG sea crew team and carrier management talent team by actively promoting sound synergy between sea crew transformation and shore-based management.
- 4) The Group advanced digital transformation by completing the main construction of LNG vessel digital twin platform, along with the testing of data backhaul functions and platform's trial operations, exploring solutions for developing a full-lifecycle digital intelligent vessel operation platform.

(4) *LPG shipping business*

In 2025, the Group's LPG fleet recorded shipping revenue of RMB277 million, representing a year-on-year increase of 20.0%; gross profit of RMB78 million, up 24.8% year-on-year; and gross profit margin of 28.2%, a year-on-year increase of 1.1 percentage points.

Operational highlights are as follows:

- 1) The Group further deepened its presence in the international market for VLGC shipping through multi-dimensional efforts, as well as collaborated with leading international traders, energy giants and major domestic importers to jointly explore diversified cooperation models such as long-term charter agreements.
- 2) The Group actively expanded into the ethylene and liquid ammonia market segments, engaged with prospective domestic and international charterers and customers, and secured stable earnings through long-term charter contracts.
- 3) The Group advanced the implementation of a small triangular route plan, enhanced operational efficiency of vessels, fully committed itself to ensuring the quality of time charter services, and successfully renewed time chartering and COA contracts, thereby ensuring stable earnings from existing business.

(5) *Chemical shipping business*

In 2025, the Group's chemical tanker fleet recorded shipping revenue of RMB333 million, representing a year-on-year increase of 6.3%; gross profit of RMB48 million with a year-on-year decrease of 8.4%; and gross profit margin of 14.4%, a year-on-year decrease of 2.4 percentage points.

Operational highlights are as follows:

The Group vigorously expanded its new customers by diversifying cargo sources and route types, and optimized its route layout, improving operational efficiency, while increasing cooperation with major international customers and traders, and actively promoting multiple COA contracts signings.

#### IV. Costs and Expenses Analysis

In 2025, the composition of the operating costs of the Group's main businesses is as follows:

	2025 (RMB'000)	2024 (RMB'000) (Restated)	Increase/ (decrease) (%)	Composition ratio in 2025 (%)
<b>Oil shipping costs</b>				
<b>Items</b>				
Fuel costs	4,964,256	5,335,145	(7.0)	31.4
Port costs	1,068,980	878,644	21.7	6.8
Sea crew costs	2,216,702	2,281,104	(2.8)	14.0
Lubricants expenses	288,493	307,590	(6.2)	1.8
Depreciation	3,142,763	2,911,014	8.0	19.9
Insurance expenses	193,129	184,928	4.4	1.2
Repair expenses	332,729	397,675	(16.3)	2.1
Charter costs	2,995,748	2,557,142	17.2	18.9
Others	616,579	468,192	31.7	3.9
<b>Sub-total</b>	<b>15,819,379</b>	15,321,434	3.2	100.0
<b>LNG shipping costs</b>				
<b>Items</b>				
Sea crew costs	283,891	231,478	22.6	22.0
Lubricants expenses	33,944	26,602	27.6	2.6
Depreciation	598,335	532,877	12.3	46.4
Insurance expenses <sup>(1)</sup>	43,788	33,013	32.6	3.4
Repair expenses <sup>(2)</sup>	275,407	206,304	33.5	21.3
Others <sup>(3)</sup>	55,296	123,346	(55.2)	4.3
<b>Sub-total</b>	<b>1,290,661</b>	1,153,620	11.9	100.0
<b>LPG shipping costs</b>	<b>199,270</b>	168,541	18.2	100.0
<b>Chemical shipping costs</b>	<b>285,169</b>	261,044	9.2	100.0
<b>Total</b>	<b>17,594,479</b>	16,904,639	4.1	100.0

Reasons of the changes in cost and expenses:

**1. LNG Shipping Costs**

- (1) Insurance expenses: The increase was primarily due to higher insurance expenses following the commencement of operations of new vessels.
- (2) Repair expenses: The increase was primarily due to higher repair expenses following the commencement of operations of new vessels.
- (3) Others: The primary reason was the return of relevant expenses to normal levels during the Reporting Period.

**V. Operating results of the joint ventures and the associates**

**1. The operating results achieved by the major joint venture shipping company of the Group during the Reporting Period are as follows:**

Company name	Interest held by the Group	Shipping volume <i>(billion tonne-miles)</i>	Operating revenue <i>(RMB'000)</i>	Net profit (attributed to the parent company) <i>(RMB'000)</i>
CLNG	50%	81.11	1,203,346	1,040,157

**2. The operating results achieved by an associated shipping company of the Group during the Reporting Period are as follows:**

Company name	Interest held by the Group	Shipping volume <i>(billion tonne-miles)</i>	Operating revenue <i>(RMB'000)</i>	Net profit (attributed to the parent company) <i>(RMB'000)</i>
Shanghai Beihai Shipping Company Limited	40%	20.68	2,612,860	777,690

## VI. Financial Analysis

### 1. Net Cash Generated from Operating Activities

The net cash generated from operating activities of the Group for the Reporting Period was approximately RMB7,389,147,000, representing an decrease of approximately 14.7% as compared to approximately RMB8,665,149,000 (restated) for the year ended 31 December 2024.

### 2. Capital Commitments

	<b>31 December 2025 RMB'000</b>	31 December 2024 RMB'000
Authorised and contracted but not provided for: Construction and purchases of vessels ( <i>Note</i> )	<b><u>15,889,015</u></b>	<u>17,330,060</u>

*Note:* According to the construction and purchase agreements entered into by the Group, these capital commitments will fall due in 2026 to 2028.

### 3. Capital Structure

To continuously optimize the Company's capital structure, maintain its comprehensive financing cost advantage, and align with its capital needs for development, the Group continues to coordinate its equity and debt financing strategies.

In terms of equity financing, the Group takes advantage of the window periods in the A and H Shares capital markets to optimize its share capital and investor structure through methods such as issuing shares to specific subscribers and share repurchases. This approach aims to strengthen long-term capital support and stabilize shareholder return expectations. In terms of debt financing, the Group dynamically adjusts the ratio of short-term and long-term debt, the structure of floating-rate and fixed-rate debt, and the currency composition of its debt.

Based on the premise of maintaining stable dividend return expectations, the Group reduces its debt by reasonably managing the amount and method of dividend payments, as well as through the monetization of asset operations. The Group controls its overall debt level within a reasonable range.

Management monitors the Group's capital structure on the basis of a net debt-to-equity ratio. For this purpose, the Group defines net debt as total debts which includes interest-bearing bank and other borrowings, other loans and lease liabilities less cash and bank.

The Group's net debt-to-equity ratio as at 31 December 2025 and 31 December 2024 is as follows:

	<b>31 December 2025</b>	31 December 2024
	<i>RMB'000</i>	<i>RMB'000</i> (Restated)
<b>Total debts</b>	<b>35,432,667</b>	36,414,739
Less: cash and bank	<u>(14,421,861)</u>	<u>(5,830,380)</u>
Net debt	<u><b>21,010,806</b></u>	<u>30,584,359</u>
Total equity	<u><b>49,643,173</b></u>	<u>39,505,861</u>
Net debt-to-equity ratio	<u><b>42%</b></u>	<u>77%</u>

As at 31 December 2025, the balance of cash and bank amounted to approximately RMB14,421,861,000 representing an increase of approximately RMB8,591,481,000 and by 147% as compared to the end of last year. The Group's cash and bank are mainly denominated in RMB and USD, the remainder are denominated in Euro, Hong Kong dollar and other currencies.

As at 31 December 2025, the Group's net gearing ratio (i.e. net debts over total equity) was 42%, which was 35% less than that as at 31 December 2024. The decrease was primarily due to the proceeds from equity funding during the year, which led to a higher balance of cash and bank.

#### 4. Trade and Bills Receivables and Contract Assets

	<b>31 December 2025 RMB'000</b>	31 December 2024 RMB'000
Trade and bills receivables from third parties	<b>657,745</b>	612,590
Trade receivables from related companies ( <i>Note</i> )	<b>2,828</b>	3,657
	<b>660,573</b>	616,247
Less: allowance	<b>(5,938)</b>	(6,617)
	<b>654,635</b>	609,630
Contract assets	<b>1,960,468</b>	889,798
Less: allowance	<b>(12,890)</b>	(5,996)
Total contract assets	<b>1,947,578</b>	883,802

*Note:* Related companies are entities that the fellow subsidiaries of the Company either have joint control or significant influence.

Trade receivables are amounts due from customers for goods sold or services performed in the ordinary course of business. They are generally due for settlement within 20 days and therefore all classified as current.

Trade receivables from related companies are unsecured, non-interest-bearing and under normal credit year as other trade receivables.

As at 31 December 2025, trade and bills receivables and contract assets of approximately RMB2,230,257,000 (31 December 2024: approximately RMB1,120,645,000) are denominated in USD.

As of the end of the year, the ageing analysis of trade and bills receivables, based on the invoice date and net of allowance, is as follows:

	<b>31 December 2025 RMB'000</b>	31 December 2024 RMB'000
Within 1 year	<b>650,441</b>	600,619
1–2 years	<b>2,024</b>	8,551
Over 2 years	<b>2,170</b>	460
	<b><u>654,635</u></b>	<u>609,630</u>

**5. Trade Payables**

	<b>31 December 2025 RMB'000</b>	31 December 2024 RMB'000
Trade payables to third parties	<b>1,193,416</b>	1,108,230
Trade payables to fellow subsidiaries	<b>864,488</b>	848,743
Trade payables to an associate	<b>1,825</b>	2,023
Trade payables to related companies ( <i>Note</i> )	<b>13,116</b>	18,012
	<b><u>2,072,845</u></b>	<u>1,977,008</u>

*Note:* Related companies are entities that the fellow subsidiaries of the Company either have joint control or significant influence.

Trade payables due to fellow subsidiaries, an associate and related companies are unsecured, non-interest-bearing and under normal credit year as other trade payables.

As at 31 December 2025, trade payables of approximately RMB1,159,750,000 (31 December 2024: approximately RMB1,182,361,000) are denominated in USD.

An ageing analysis of trade payables at the end of the year, based on the invoice date, is as follows:

	<b>31 December 2025</b>	31 December 2024
	<i>RMB'000</i>	<i>RMB'000</i>
Within 1 year	<b>1,886,189</b>	1,860,665
1–2 years	<b>124,716</b>	17,777
Over 2 years	<b>61,940</b>	98,566
	<b><u>2,072,845</u></b>	<u>1,977,008</u>

Trade payables are unsecured, non-interest-bearing and are normally settled in 1 to 3 months.

## 6. *Derivative Financial Instruments*

As at 31 December 2025, the Group had interest rate swap agreements with total principal amount of approximately USD632,678,000 (equivalent to approximately RMB4,446,967,000) (31 December 2024: approximately USD669,044,000 (equivalent to approximately RMB4,809,356,000)) which will mature in 2031, 2032, 2033, 2034 and 2035 (31 December 2024: 2031, 2032, 2033, 2034 and 2035). These interest rate swap agreements are designated as cash flow hedges in respect of the Group's certain portion of bank borrowings with floating interest rates.

For the year ended 31 December 2025, the floating interest rates of the bank borrowings were 3-month SOFR plus 1.66% and 3-month SOFR plus 2.45% (31 December 2024: 3-month SOFR plus 1.66% and 3-month SOFR plus 2.45%).

The full fair value of a hedging derivative is classified as a non-current asset or liability when the remaining maturity of the hedged item is more than 12 months; it is classified as a current asset or liability when the remaining maturity of the hedged item is less than 12 months. Trading derivatives are classified as a current asset or liability.

The Group has the following derivative financial instruments:

	<b>31 December 2025</b>	31 December 2024
	<i>RMB'000</i>	<i>RMB'000</i>
<b>Non-current assets</b>		
Interest rate swaps – cash flow hedges	<u>81,038</u>	<u>202,052</u>
Total derivative financial instrument assets	<u>81,038</u>	<u>202,052</u>
<b>Non-current liabilities</b>		
Interest rate swaps – cash flow hedges	<u>16,524</u>	<u>–</u>
Total derivative financial instrument liabilities	<u>16,524</u>	<u>–</u>

## 7. *Interest-Bearing Bank and Other Borrowings*

As at 31 December 2025 and 31 December 2024, details of the interest-bearing bank and other borrowings are as follows:

	<b>Maturity</b>	<b>31 December 2025 RMB'000</b>	31 December 2024 RMB'000 (Restated)
<b>Current liabilities</b>			
(i) Bank borrowings			
Secured	2026	<b>2,354,573</b>	1,372,383
Unsecured	2026	<b>4,904,767</b>	2,224,211
		<u><b>7,259,340</b></u>	<u>3,596,594</u>
(ii) Other borrowings			
Unsecured	2026	<b>2,788,583</b>	1,898,004
Secured	2026	<b>114,877</b>	21,109
		<u><b>2,903,460</b></u>	<u>1,919,113</u>
Interest – bearing bank and other borrowing – current portion		<u><b>10,162,800</b></u>	<u>5,515,707</u>
<b>Non-current liabilities</b>			
(i) Bank borrowings			
Secured	2027 to 2040	<b>15,698,914</b>	17,368,520
Unsecured	2027 to 2035	<b>1,124,190</b>	4,737,417
		<u><b>16,823,104</b></u>	<u>22,105,937</u>
(ii) Other borrowings			
Unsecured	2027 to 2032	<b>3,224,292</b>	4,150,843
Secured	2040 to 2042	<b>2,265,844</b>	999,360
		<u><b>5,490,136</b></u>	<u>5,150,203</u>
Interest – bearing bank and other borrowing – non-current portion		<u><b>22,313,240</b></u>	<u>27,256,140</u>

As at 31 December 2025, the Group's interest-bearing bank borrowings were secured by pledges of the Group's 39 (31 December 2024: 37) vessels and 3 (31 December 2024: 4) vessels under construction with total net carrying amount of approximately RMB28,136,648,000 (31 December 2024: approximately RMB25,023,644,000) and approximately RMB2,233,780,000 (31 December 2024: approximately RMB3,110,012,000) respectively.

As at 31 December 2025, secured bank borrowings of approximately RMB16,423,381,000 (31 December 2024: approximately RMB16,986,862,000), unsecured bank borrowings of approximately RMB1,955,412,000 (31 December 2024: approximately RMB2,579,198,000), secured other borrowings of approximately RMB491,271,000 (31 December 2024: Nil) and unsecured other borrowings of nil (31 December 2024: approximately RMB143,768,000) are denominated in USD.

## **8. *Contingent Liabilities and Guarantee***

- (1) Four associates of East China LNG Shipping Investment Co., Limited and North China LNG Shipping Investment Co., Limited, two non-wholly-owned subsidiaries of the Company, entered into a ship building contract for one LNG vessel each. After the completion of their LNG vessels, the four associates would lease the vessels to the lessors in accordance with the signed leasing contracts. In July 2011, the Company provided guarantees to the four associates for their obligations under the leasing contracts, with the guarantee amount not exceeding USD8,200,000 (equivalent to approximately RMB57,636,000). The guarantee period is limited to the lease period.
- (2) From 2014 to 2021, the joint ventures of COSCO SHIPPING LNG Investment (Shanghai) Co., Ltd., a wholly-owned subsidiary of the Company, signed several ship building contracts and leasing contracts with certain third parties. According to those contracts, the Company would provide guarantees to the joint ventures for their obligations under those contracts based on the subsidiary's percentage of shareholdings in the joint ventures. As at 31 December 2025, the amount of the guarantees provided to the shipbuilders was approximately USD276,120,000 (equivalent to approximately RMB1,940,792,000) and the aggregate amount of the guarantees provided to the lessees was USD6,400,000 (equivalent to approximately RMB44,984,000) and EUR4,500,000 (equivalent to approximately RMB37,060,000). The guarantee periods are limited to the lease periods.

- (3) In June 2017, the Company provided financial guarantees to three joint ventures of COSCO SHIPPING LNG Investment (Shanghai) Co., Ltd., a wholly-owned subsidiary of the Company to the extent of the contract amount of USD377,500,000 (equivalent to approximately RMB2,653,372,000) in respect of the bank borrowings provided by two banks. The guarantee period is limited to 12 years after the vessel construction project of each of the joint ventures is completed. As at 31 December 2025, the balance of the guarantees was approximately USD237,025,000 (equivalent to approximately RMB1,666,002,000).

## **9. Foreign exchange risk management**

The Group operates internationally and is exposed to foreign currency risk arising from various currency exposures, primarily with respect to United States Dollar (“USD”) and Hong Kong Dollar (“HKD”) against RMB. Foreign currency risk arises from future commercial transactions, recognised assets and liabilities.

Management monitors foreign exchange exposure and will consider hedging certain foreign currency exposure by using foreign exchange forward contracts when the need arises.

## **10. Interest rate risk management**

Other than the deposits placed with banks and financial institutions and loan receivables, the Group has no other significant interest-bearing assets. As the average interest rates applied to the deposits are relatively low, the Directors are of the opinion that the Group is not exposed to any significant interest rate risk for these assets held as at 31 December 2025 and 31 December 2024.

The Group’s exposures to interest rate risk also arises from its borrowings. Loan receivables and borrowings issued at variable rates expose the Group to cash flow interest rate risk. Management monitors the capital market conditions and certain interest rate swap agreements with banks have been used to achieve an optimal ratio between fixed and floating rates borrowings.

As at 31 December 2025, if interest rates had been 100 basis points higher/lower with all other variables held constant excluding variables with interest rate swap agreements, the Group’s profit before tax for the year would have been approximately RMB221,271,000 lower/higher (31 December 2024: approximately RMB184,667,000 lower/higher), mainly as a result of higher/lower interest income on loan receivables and interest expenses on borrowings issued at floating rates.

## VII. Fleet development

In 2025, the Group's cash expenditure for the construction and purchase of new vessels, was approximately RMB3.824 billion.

As at December 31 2025, the specific composition of the Group's, and joint ventures' and associates' fleet was as follows:

<b>Oil tanker fleet</b>	<b>Tankers in operation</b>			<b>Undelivered Tankers</b>	
	<i>Number</i>	<i>'0000 DWT</i>	<i>Average age</i>	<i>Number</i>	<i>'0000 DWT</i>
Group-owned	141	1,933.52	13.7	18	296.06
Group-chartered	14	324.11	11.2	–	–
JVs/associates-owned	17	114.39	11.6	–	–
<b>Total</b>	<b>172</b>	<b>2,372.02</b>	<b>13.3</b>	<b>18</b>	<b>296.06</b>

<b>LNG carrier fleet</b>	<b>Vessels in operation</b>			<b>Undelivered Vessels</b>	
	<i>Number</i>	<i>'0000 cubic meters</i>	<i>Average age</i>	<i>Number</i>	<i>'0000 cubic meters</i>
Group-owned	15	261.19	4.3	6	104.90
Group-chartered	1	17.42	5.2	–	–
JVs/associates-owned	48	805.00	6.3	18	332.60
<b>Total</b>	<b>64</b>	<b>1,083.61</b>	<b>5.8</b>	<b>24</b>	<b>437.50</b>

<b>LPG carrier fleet</b>	<b>Vessels in operation</b>			<b>Undelivered Vessels</b>	
	<i>Number</i>	<i>'0000 cubic meters</i>	<i>Average age</i>	<i>Number</i>	<i>'0000 cubic meters</i>
Group-owned	12	13.07	12.0	2	1.17
<b>Total</b>	<b>12</b>	<b>13.07</b>	<b>12.0</b>	<b>2</b>	<b>1.17</b>

<b>Chemical tanker fleet</b>	<b>Tankers in operation</b>			<b>Undelivered Tankers</b>	
	<i>Number</i>	<i>'0000 DWT</i>	<i>Average age</i>	<i>Number</i>	<i>'0000 DWT</i>
Group-owned	9	8.44	4.8	1	0.92
<b>Total</b>	<b>9</b>	<b>8.44</b>	<b>4.8</b>	<b>1</b>	<b>0.92</b>

## VIII. Outlook and highlights for 2026

### 1. *Landscape and trends in the industry*

#### (1) *International oil shipping market*

With supply-demand fundamentals continuously improving, competitive dynamics shifting and geopolitical risks intensifying, international oil shipping has accelerated into a period of prosperity, with freight rate benchmarks expected to further rise in 2026.

**In terms of oil supply and demand,** mainstream institutions anticipate that the global oil supply surplus will intensify in 2026. Since OPEC+, led by Saudi Arabia, announced the easing of production cuts in April 2025, the effects of increased output in September and October have become evident. In 2026, OPEC+ still has a remaining production capacity of 2 million bpd available for release, and will seek a balance between “production cuts to support prices” and “increased output to maintain market share” based on oil price movements. The IEA believes that the global oil supply-demand balance remains in severe supply surplus, with crude oil production and inventories surging. It is expected that in 2026, global oil demand will increase by 850,000 bpd year-on-year, while global oil supply will rise by 2.4 million bpd year-on-year.

**In terms of shipping demand,** global oil trade will clearly present a pattern of “crude oil concentrating on Asia with product oil diversifying and diverging”. Asia’s position as the world’s ultimate consumption center is expected to continue consolidating, while the continuation of geopolitical conflicts and sanctions policies from Europe and the United States may further drive changes in trade patterns, pushing more oil flows toward compliant markets and thereby increasing tonne-mile demand. Meanwhile, production growth in South America, coupled with anticipated output increases from OPEC+, will generate incremental demand to compliant market. Regional divergence in product oil trade has intensified, with a diversified supply pattern emerging. Europe has imposed a comprehensive ban on the indirect imports of product oil derived from Russian crude oil, with its refining capacity shortfall increasingly reliant on imports from Middle Eastern and Asian supplies. India’s refining capacity is expected to reach 480,000 bpd in 2026, boosting its product oil exports primarily to Africa, Southeast Asia and Europe.

**In terms of tanker supply**, a certain number of new ships will be delivered for all types of oil tankers. Among them, it is expected that 35 VLCC tankers will be delivered throughout the year, accounting for 3.9% of the existing fleet; while approximately 46, 77 and 115 Suezmax, Aframax/LR2 and MR tankers will be delivered, accounting for 6.7%, 6.4% and 6.3% of the total number of their respective tanker types, respectively.

Overall, the Company expects that VLCC market will continue to outperform other types in 2026, with geopolitical conflicts periodically intensifying the uncertainty and volatility of freight rates. The aforementioned tonne-mile demand growth will gradually shift to compliant market. Although a small number of new VLCC will be delivered, the tightening European and American sanctions have already constrained a significant portion of non-compliant capacity, further straining global available capacity. Meanwhile, the concentration of the global VLCC has significantly increased, and the shift in the competitive landscape will enhance the influence and bargaining power of shipowners, thereby improving the asset value and profitability of compliant oil tankers.

(2) *Domestic oil shipping market*

The ongoing implementation of CNOOC's strategy to "increase reserves and production" will drive steady growth in offshore oil transportation demand. In the field of transshipment oil, waterborne transport demand from coastal refineries will remain elevated in the short term, while demand from large refining and petrochemical enterprises will remain stable. Overall, domestic crude oil transport demand is expected to achieve slight increase in 2026 compared to 2025.

Affected by the continuous decline in project oil consumption and the implementation of domestic refinery layout optimization, demand for project oil transportation is gradually shifting towards regional and short-haul distribution, and the domestic project oil transportation market is expected to remain sluggish as a whole.

(3) *LNG shipping market*

In 2026, new global LNG liquefaction capacity is expected to continue to be released, with LNG trade maintaining its recovery. According to Drewry's forecast, new LNG liquefaction capacity will reach approximately 43 million tonnes per year in 2026, with the United States, Australia and Qatar leading the growth. Supported by the gradual release of new production capacity, global LNG trade is expected to increase by 6.4% year-on-year. Driven by the recovery in industrial activity and expected strengthening demand for urban gas and transportation, China's annual LNG imports are expected to increase by 14% year-on-year.

The LNG spot transportation market may remain under pressure in the short term, with positive expectations gradually being reflected in the medium-to-long-term chartering market. In the short term, the LNG fleet maintains relatively rapid growth, with the spot market supply-demand pattern remaining relatively loose. While the new liquefaction capacity coming online in 2026 will drive growth in trade and vessel demand, the LNG shipping market will continue to see supply outpace demand amid large-scale new vessel deliveries. In addition, the trade arbitrage windows resulting from diverging demand between Europe and Asia, the potential utilization of long-haul routes from the U.S. Gulf to Asia, as well as international trade policies and geopolitical events, will continue to profoundly influence the performance of the spot market.

In the medium and long term, supported by high fluctuations in ship prices, high financing costs, and optimistic outlook for medium-to-long-term transportation demand, medium-to-long-term time charter rates for LNG carriers are expected to remain firm. As the period of concentrated liquefaction capacity commissioning approaches, long-term chartering activity for delivery schedule in 2028–2030 has shown significant signs of recovery by the end of 2025. The medium-to-long-term chartering market is expected to further improve 2026.

In terms of tonnage supply, new vessel deliveries will remain strong in 2026, with Drewry forecasting 85 LNG carriers to be delivered throughout the year. Meanwhile, under the dual pressures of tightening environmental policies and spot market constraints, the scrapping of older vessels is expected to accelerate.

#### (4) *LPG shipping market*

According to Drewry’s forecast, global LPG trade is expected to continue growing in 2026 to 140 million tons, representing a year-on-year increase of 4.3%. India’s imports are expected to grow by 5.4%, providing robust support for the VLGC market. In addition, the integration of the petrochemical industry chain in Asian region and the release of ethane deep-processing capacity are expected to sustain active trade in high-end chemicals such as ethylene. Demand for regional trade in ethylene and ethane will become more prominent, and present development opportunities for domestic trade ethylene transportation. Meanwhile, benefiting from the accelerated green energy transition, demand for green marine fuel and industrial decarbonization in Japan, South Korea and Europe will continue to propel the development of the green ammonia transportation market, thereby driving demand for Very Large Ammonia Carriers (VLAC), Midsize Gas Carrier (MGC) and flexible coastal ammonia carriers, enabling ammonia transportation market to become a medium-to-long-term incremental market.

## *(5) Chemical shipping market*

According to Drewry's forecast, in 2026, the global chemical seaborne trade is expected to increase by 2.2%, with tonne-mile demand rising by 2.5%. In particular, India demonstrates strong import growth potential in sectors such as styrene and ethylene glycol. The integration and complementarity of the petrochemical industry chains within Asia will also drive growth in intra-regional trade volumes. In addition, the potential of the chemical transportation market has also been improved by expanding global demand for biofuels.

## **2. *Development strategies of the Company***

Looking forward to the future, the Group will remain steadfast in its vision to become "a leading global energy transporter". focus on the construction of a global digital supply chain for energy and chemicals, adhere to internationalization and diversified development, and strive to achieve the strategic goal of "four global leading". The Group is committed to the mission and responsibilities of national energy transportation and will continue to enhance its competitiveness, innovation, control, influence and risk resistance.

The Group will seek progress while maintaining stability, and strive to promote high-quality development. As the core business of the Company, the oil tanker transportation business will consolidate its leading edge, accelerate strategic structure adjustment and strive to become a leader in the global oil tanker transportation industry. As the second largest core business with relatively concentrated resource allocation, the LNG transportation business will continue to play the role of an efficiency stabilizer, accelerate the improvement of independent capabilities and strive to become a leading global LNG transportation service provider. The LPG transportation business and chemical products transportation business will enhance both operational capabilities and profitability, striving to become a new engine for the Company's high-quality development. The warehousing and terminal business will focus on enhancing efficiency creation capabilities, unleash reform effectiveness, and strive to become an important support for chain-style development. To deliver on its strategic goal, the Company will continuously enhance safety assurance capabilities and establish an integrated safety management system; continuously advance digital and intelligent technology capabilities, unlocking the empowerment of technology and data; enhance the application of the POOL business model to forge differentiated competitive advantages across the industry; accurately grasp the cyclical trends in the shipping and capital markets to realize the "side-by-side advance" of production and capital operations; and accelerate the "low-carbon shipping" transformation in an effort to build a brand image as a "leader in sustainable development".

### **3. *Plans in 2026***

Based on the domestic and international shipping market conditions in 2026, combined with the Group's deployment of new capacity, the Group expects to achieve operating income of RMB23.17 billion and incur operating costs of RMB17.54 billion in 2026.

Pursuant to the 2026 investment and disposal plan approved by the Board, and based on the delivery schedules under the signed shipbuilding contracts, in 2026, the Group expects to have 4 oil tankers delivered with a total capacity of 294,000 DWT and dispose of 20 oil tankers with a total capacity of 1.767 million DWT; to have 10 LNG carriers delivered with a total capacity of 1.736 million cubic meters (including vessels constructed/purchased by associates and joint ventures); and to have 5 LPG carriers delivered with a total capacity of 185 thousand cubic meters (including vessels under long-term charter).

### **4. *Work Highlights for 2026***

In 2026, amid the profound restructuring of the global energy industry and supply chains, and against a backdrop of increasingly prominent geopolitical tensions, opportunities and challenges are intertwined. The Group will maintain strategic resolve, focus on enhancing core functions and improving core competitiveness. Guided by the principle of high-quality development, we will strengthen the foundation for sustainable growth and take more solid strides in accelerating the construction of a global digital supply chain for energy and chemicals. The Group will give priority to the highlights as follows:

#### *(1) Strengthen the construction of global hub corridors and modernize the energy transportation system*

Focusing on key regions such as the Middle East, Southeast Asia and West Africa, the Group will optimize the global hub network by leveraging geographical advantages and customer distribution, thereby enhancing capabilities in global resource planning, acquisition and operation. Concurrently, the Group will build a premium global logistics network across all business segments, deepen synergies with upstream and downstream enterprises of the supply chain, expand business channels, optimize resource allocation, and drive the transition from “point-to-point international transportation” to “network-based globalized operations”.

(2) *Deepen profitability capacity building in main businesses to solidify the foundation for high-quality development*

With respect to the oil tanker shipping segment, multiple measures will be implemented to seize market opportunities and solidify the profitability foundation. The Group will consolidate the leading position in domestic shipping, focus on a global route network for international shipping, scientifically promote coordinated operations of small and medium-sized vessels, and strengthen the POOL brand.

For the LNG shipping segment, the Group will fully advance the development and implementation of key projects, explore extensions of the industrial chain and diversified business layouts such as bunkering vessels and small LNG carriers, enhance LNG vessel management capabilities and sustainable operational levels, and strengthen compliance management system construction.

In terms of the LPG and chemical shipping segments, the Group will continue to consolidate cooperation with core customers, secure long-term contracts, and lock in high-quality cargo sources.

(3) *Accelerate the construction of the digital supply chain to shape core competitive advantages*

The Group will continue to optimize the digital supply chain collaboration platform and the “Yuanhai Jincheng” digital supply chain product, actively promote the construction of a fully integrated digital supply chain for green energy, and persistently develop customized supply chain products. A unified data governance system will be established, integrating technology with business scenarios. The Group will deepen the application of artificial intelligence technology, expand artificial intelligence application scenarios, and build artificial intelligence application clusters. Focus will be placed on deeply integrating artificial intelligence technology into business scenarios such as intelligent scheduling and risk early warning, thereby empowering management decision-making and enhancing operational efficiency.

- (4) *Promote scientific and technological innovation and industrial integration to foster new quality productive forces*

Guided by green and low-carbon research projects, the Group will vigorously advance technological and managerial energy-saving initiatives, actively research, pilot, and iteratively optimize intelligent technologies on vessels. We will improve the ship energy mix, explore application pathways for new energies like green methanol and ammonia fuel, and strive to promote the use of bio-fuel. The Group will advance demonstration and validation of wing-shaped sails for large-sized oil tankers, conduct on-board demonstration research on ship carbon capture devices, strengthen forward-looking technology research and reserves, steadily progress with energy-saving retrofits of existing vessels and investments in new energy vessels, and further refine the low-carbon layout of the fleet.

- (5) *Deepen institutional and mechanism reforms to fully stimulate endogenous vitality*

The Group will conclude and summarize the implementation of the 14th Five-Year Plan with high quality and formulate the 15th Five-Year Development Plan in a scientific manner. Aligned with the requirements of “enhancing core functions and improving core competitiveness”, emphasis will be placed on ensuring the stability of the global energy supply chain. The Group will reasonably assess the Company’s high-quality development objectives, and fully consider the external market environment to further enhance the foresight and operability, thereby clearly defining strategic direction, development goals, and implementation pathways.

- (6) *Continuously improve the safety management system and enhance risk prevention and control capabilities*

The Group will continue building an integrated safety governance system, complete the integration of management systems across all business segments, and continuously refine systematic supervision and safety systems. The global emergency support network will be improved, and safety management will shift towards proactive prevention. We will strengthen risk prevention and control for compliance operations, driving the Company’s risk control towards strategic risk management. Three lines of defense – business supervision, functional supervision, and specialized supervision – will be consolidated to enhance overall supervisory effectiveness. Focusing on trade secrets and insider information security, multiple measures will be taken to build a robust information security defense.

## **OTHER SIGNIFICANT EVENTS**

### **I. Results, dividends and closure of the H Share register**

For the year ended 31 December 2025, no net profit has been transferred to the statutory surplus reserve as the Company's statutory surplus reserve has reached the statutory minimum standard. According to the relevant laws and regulations, the Company's distributable reserves are calculated based on the lower of the amount determined under the Accounting Standards for Business Enterprises in the PRC and the amount determined under HKFRS.

The Board recommends the payment of a final dividend of RMB38 cents per share in respect of the year ended 31 December 2025. None of the shareholders of the Company (the "**Shareholder(s)**") have waived or agreed to waive any dividend arrangement. The payment of this final dividend is subject to the approval of the shareholders of the Company at the forthcoming annual general meeting and therefore the dividend has not been recognised as a liability at the end of the Reporting Period.

The Company will separately announce the arrangement in relation to the closure of the H share register of members of the Company and the annual general meeting of the Company in due course. The final dividend will be distributed within two months (expected by 30 September 2026) from the date of approval by the forthcoming annual general meeting.

### **II. Medical insurance scheme**

As required by the regulations of the PRC local government effective from 1 July 2001, the Company participates in a defined contribution medical insurance scheme organised by PRC social security authorities. Under the scheme, the Company is required to make monthly contributions at the rate of 12% of the total basic salaries of the employees. Meanwhile, pursuant to the aforementioned regulations, the contributions are accounted for as staff welfare payables accrued by the Company. The Company has no obligation for the payment of medical benefits beyond such contributions to the registered insurance companies.

Since 1 July 2010, the Company has developed a defined medical insurance scheme according to advocacy by the State for the establishment of a multi-level enterprise medical security system and of the "Notice on Enterprise Income Tax Policies Relating to Defined Contribution Retirement Insurance and Defined Medical Insurance" (CaiShui 2009 No. 27). Under the scheme, the Company shall make a provision of 5% of the total salary of employees, which shall be deposited into a special account for defined medical insurance fund.

### **III. Pension and Enterprise annuity schemes**

#### **1. *The PRC (Mainland) pension scheme***

The Group is required to contribute to a pension scheme for its eligible employees.

Under the scheme, the Group's retirement benefit obligations to its retired and future retiring employees except for the medical expenses to retired employees, are limited to its annual contributions equivalent to 16% (2024: 16%) of the basic salaries of the Group's employees. Contributions made by the Group to the scheme for the Reporting Period amounted to approximately RMB50,636,000 (2024: approximately RMB44,194,000).

#### **2. *Enterprise annuity scheme***

In 2008, the representatives of the Group's Labor Union and the Board resolved to approve and adopt an enterprise annuity scheme. From 1 February 2018, pursuant to the annuity scheme the employer's contributions will be 8% of the total staff costs of the previous year. The employees' contributions will be 2% of their income from the previous year and the employer's contributions for the management staff should not be five times more than the staff average.

The enterprise annuity scheme became effective on 1 January 2008. Under the scheme, actual amount incurred as labor cost in 2025 amounted to approximately RMB43,497,000 (2024: approximately RMB38,617,000).

### **IV. Directors' and the chief executive's interests and short positions in shares, underlying shares or debentures of the Company**

As at 31 December 2025, the Directors and the chief executive of the Company who had an interest or a short position in the shares, underlying shares or debentures of the Company or any of its associated corporations (within the meaning of Part XV of the Securities and Future Ordinance (Chapter 571 of the Laws of Hong Kong) ("**SFO**") that was required to be entered into the register kept by the Company pursuant to Section 352 of the SFO, or otherwise required to be notified to the Company and The Stock Exchange of Hong Kong Limited (the "**Stock Exchange**") pursuant to the Model Code for Securities Transactions by Directors of Listed Issuers (the "**Model Code**") as set out in Appendix C3 to the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited ("**Listing Rules**") were as follows:

## 1. Long positions in the shares, underlying shares or debentures of the Company

Name of Director	Nature of interest	Class of shares <sup>(1)</sup>	Number of shares held <sup>(2)</sup>	Approximate percentage of the total number of the relevant shares of the class <sup>(3)</sup>	Approximate percentage of the total number of issued shares <sup>(3)</sup>
ZHU Maijin	Beneficial owner	A	102,980(L)	0.0025%	0.0019%
ZHAO Jinsong	Beneficial owner	H	6,000(L)	0.0005%	0.0001%

Notes:

- (1) A – A Shares  
H – H Shares
- (2) L – Long position
- (3) As at 31 December 2025, the total issued share capital of the Company was 5,465,220,839 Shares, of which 1,296,000,000 were H Shares and 4,169,220,839 were A Shares.

As at 31 December 2025, save as disclosed above, none of the Directors or the chief executive of the Company had any interests or short positions in the shares, underlying shares or debenture of the Company or any of its associated corporations (within the meaning of Part XV of the SFO) that was required to be entered into the register kept by the Company pursuant to section 352 of the SFO, or otherwise required to be notified to the Company and the Stock Exchange pursuant to the Model Code.

## V. Purchase, sale or redemption of the Company's listed securities

During the Reporting Period, neither the Company nor any of its subsidiaries had purchased, sold or redeemed any of the Company's listed securities (including sale of treasury shares). As at the end of the Reporting Period, the Company did not hold any treasury shares.

## VI. Compliance with the Corporate Governance Code

The Board is committed to the principles of corporate governance for a value-driven management that is focused on enhancing shareholders' value. In order to enhance independence, accountability and responsibility, the posts of chairman of the Board and the chief executive officer are assumed by different individuals so as to maintain independence and balanced views.

In the opinion of the Directors, during the Reporting Period, the Company has complied with the code provisions set out in the Corporate Governance Code (the “**Corporate Governance Code**”) as set out in Appendix C1 to the Listing Rules.

The Company has established five professional committees under the Board, including an audit committee (the “**Audit Committee**”), a remuneration and appraisal committee (the “**Remuneration and Appraisal Committee**”), a nomination committee (the “**Nomination Committee**”), a strategy committee (the “**Strategy Committee**”) and a risk control and compliance management committee (the “**Risk Control and Compliance Management Committee**”) with defined terms of reference.

## **VII. Audit Committee**

The Board of the Company has established the Audit Committee to review the financial reporting procedures and internal control of the Group and to provide guidance thereto. The Audit Committee of the Company comprises two independent non-executive Directors and one non-executive Director, namely Mr. Victor HUANG (chairman), Mr. WANG Wei and Mr. ZHAO Jinsong.

The Audit Committee has reviewed the annual results of the Company for the Reporting Period. The figures in respect of the Group’s consolidated statement of profit or loss and other comprehensive income, consolidated statement of financial position and the related notes thereto for the year ended 31 December 2025 as set out above in this preliminary announcement, being agreed by the Group’s auditor SHINEWING (HK) CPA Limited, are consistent with the amounts set out in the Group’s consolidated financial statements for 2025. The Audit Committee has also discussed matters with respect to the accounting policies and practices adopted by the Company and internal control with the senior management members of the Group.

## **VIII. Remuneration and Appraisal Committee**

The Remuneration and Appraisal Committee of the Company comprises three independent non-executive Directors, namely Mr. LI Runsheng (chairman), Mr. Victor HUANG and Mr. WANG Zuwen. The Remuneration and Appraisal Committee has adopted terms of reference which are in line with the Corporate Governance Code contained in Appendix C1 of the Listing Rules. The Remuneration and Appraisal Committee reviews and makes recommendations on the remuneration policy and packages for the Directors and senior management (the “**Senior Management**”), reviews and approves performance assessment and incentive schemes, and ensures that the procedures for determining remuneration are standardised, transparent and compliant.

## **IX. Nomination Committee**

The Nomination Committee of the Company comprises three independent non-executive Directors and one non-executive Director, namely Mr. WANG Zuwen (chairman), Ms. ZHOU Chongyi, Mr. Victor HUANG and Mr. LI Runsheng. The Nomination Committee reviews the structure, size and composition of the Board and the board diversity policy, identifies suitable qualified individuals to serve as Directors and makes recommendations to the Board, assesses the independence of independent non-executive Directors, and supports the Company in regularly evaluating the performance of the Board and developing a skills matrix for the Board. The Nomination Committee has adopted terms of reference which are in line with the Corporate Governance Code contained in Appendix C1 of the Listing Rules.

## **X. Strategy Committee**

The Strategy Committee of the Company comprises two executive Directors, three non-executive Directors, and two independent non-executive Directors, namely Mr. REN Yongqiang (chairman), Mr. ZHU Maijin, Mr. WANG Shuqing, Ms. ZHOU Chongyi, Ms. MA Yuanru, Mr. LI Runsheng and Mr. ZHAO Jinsong. The Strategy Committee is responsible for studying the Company's medium to long-term development strategies and plans, major investment decisions, and significant strategic matters affecting the Company's business development direction. It also guides the formulation of sustainable development strategies, objectives, and management policies, with responsibility for regularly monitoring related progress.

## **XI. Risk Control and Compliance Management Committee**

The Risk Control and Compliance Management Committee of the Company comprises one non-executive Director and two independent non-executive Directors, namely Mr. ZHAO Jinsong (chairman), Mr. WANG Wei and Mr. WANG Zuwen. The Risk Control and Compliance Management Committee guides, supervises and reviews the system construction, solutions, and the appropriateness and effectiveness of relevant systems of the Company's risk management, internal control and compliance management, promotes the Company's legal system development and supervises the management's compliance with laws in corporate governance, and manages and oversees the impacts, risks and opportunities related to sustainable development.

## **XII. Compliance with the Model Code as set out in Appendix C3 to the Listing Rules**

The Company has adopted the Model Code as set out in Appendix C3 to the Listing Rules as its code of conduct regarding Directors' securities transactions.

Following specific enquiries made with the Directors and the Senior Management, the Company confirms that each of them has complied with the Model Code during the Reporting Period.

### **XIII. Employees**

The adjustments of employee remuneration are calculated in accordance with the Company's turnover and profitability and is determined by assessing the correlation between the total salary paid and the operational efficiency of the Company. Under this mechanism, management of employees' remuneration will be more efficient while employees will be motivated to work hard to bring encouraging results for the Company. Other than the aforementioned disclosed remuneration policies and the 2023 share option incentive scheme of the Company, the Company does not maintain any other share option scheme for its employees and the employees do not receive any bonus. The Company regularly provides its operational management personnel with training on various subjects, including operation management, foreign languages, computer skills, industry know-how and policies and laws. Such training may be in different forms, such as seminars, site visits and study tours.

As at 31 December 2025, the Company had 7,979 (31 December 2024: 7,854) employees. During the Reporting Period, the total staff costs was approximately RMB3.613 billion (2024: approximately RMB3.670 billion).

### **XIV. Material acquisition and disposal of subsidiaries, associates and joint ventures**

During the Reporting Period, the Group did not have any material acquisition and disposal in relation to subsidiaries, associates and joint ventures.

### **XV. Significant investments and future plans for material investments or capital assets**

As at 31 December 2025, the Group did not have any individual investment with a fair value of 5% or more of its total assets. Accordingly, during the Reporting Period, the Group did not hold any significant investments and did not have any immediate plans for material investments and capital assets.

### **XVI. Events after the Reporting Period**

#### ***1. Discloseable and Connected Transaction – Shipbuilding Contracts***

On 12 December 2025, the Company and its subsidiaries entered into shipbuilding contracts with shipyards owned by COSCO Shipping Heavy Industry Co., Ltd.\* for the construction of one ethylene carrier and eighteen oil tankers, with an aggregate consideration of RMB7.882 billion. On 27 January 2026, the extraordinary general meeting of the Company approved the shipbuilding contracts and the transactions contemplated thereunder. For details of the construction of the 19 new vessels, please refer to the announcements of the Company dated 12 December 2025 and 27 January 2026, and the circular of the Company dated 9 January 2026.

## **2. Amendments to the Articles of Association under a special mandate**

On 22 October 2025, the Company completed the issuance of 694,444,444 A Shares to specific target subscribers. Upon completion of such issuance, the total number of issued shares and the registered capital of the Company had been amended into 5,465,220,839 shares and RMB5,465,220,839 respectively. Within the scope of authorisation granted by the general meeting, the Company made corresponding amendments to the relevant articles of the Articles of Association of the Company (the “**Articles of Association**”), while other articles remain unchanged. For details of the amendments to the Articles of Association, please refer to the announcements of the Company dated 11 April 2025, 23 October 2025 and 26 January 2026, and the circular of the Company dated 25 March 2025.

## **XVII. Publication of annual results on the website of the Stock Exchange**

An annual report of the Company containing all the financial and relevant information as required under the Listing Rules will be posted on the website of the Stock Exchange in due course.

The financial information set out above is derived from the consolidated financial statements for the years ended 31 December 2025 and 2024 prepared in accordance with accounting principles generally accepted in Hong Kong and complies with accounting standards issued by the Hong Kong Institute of Certified Public Accountants, but does not constitute the Company’s statutory financial statements for the Reporting Period and the year ended 31 December 2024. Those consolidated financial statements for the Reporting Period, which will contain an unqualified auditors’ report, will be delivered to the Companies Registry of Hong Kong, and delivered to shareholders as well as made available on the Company’s website at <http://energy.coscoshipping.com>.

By order of the Board  
**COSCO SHIPPING Energy Transportation Co., Ltd.**  
**REN Yongqiang**  
*Chairman*

Shanghai, the PRC  
26 March 2026

*As at the date of this announcement, the Board comprises Mr. REN Yongqiang and Mr. ZHU Maijin as executive Directors, Mr. WANG Shuqing, Mr. WANG Wei, Ms. ZHOU Chongyi and Ms. MA Yuanru as non-executive Directors, Mr. Victor HUANG, Mr. LI Runsheng, Mr. ZHAO Jinsong and Mr. WANG Zuwen as independent non-executive Directors.*

\* For identification purposes only