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新聞稿—敬請立即發佈

## **Yangzijiang inks contract for its largest ever bulk carriers**

### **揚子江船業(911609)簽署有史以來 最大噸位散裝貨輪合約**

- **This contract consists of four 260,000DWT very large ore carriers, secured from the Group’s first Australian customer**  
接獲首位澳洲船東包括四艘260,000DWT超大型礦砂船的訂單
- **Group aims to further strengthen its shipbuilding capabilities by deploying more resources into R&D for better and more sophisticated vessels**  
集團今後將加大研發力度開發高性能的新型船型，以進一步強化造船能力
- **Additionally, the Group’s Taicang yard held the naming ceremony for our fourth and fifth 10,000TEU containerships**  
此外，集團旗下的太倉船廠也於日前為集團第四艘與第五艘10,000TEU貨櫃輪舉行命名儀式

**SINGAPORE, TAIPEI – 18 June 2014 – Yangzijiang Shipbuilding (Holdings) Limited** (“Yangzijiang” or “the Group” or “揚子江船業控股有限公司”), one of PRC’s leading and most enterprising shipbuilder listed on the SGX Main Board, is pleased to announce that it has secured a shipbuilding contract for four 260,000DWT very large ore carriers (“VLOC”).

新加坡, 台北 - 2014年6月18日—揚子江船業(控股)公司(簡稱“揚子江”或“集團”或“揚子江船業控股有限公司”), 係在新加坡主板上市的中國造船廠中居領導地位且最具進取心的中國造船廠之一, 謹此宣佈集團已接獲四艘260,000DWT超大型礦砂船(簡稱“VLOC”)的造船合約。

The shipbuilding contract was secured from an Australia based ore company listed on the Australian Securities Exchange and the contract is the first of its kind in Yangzijiang’s orderbook. Yangzijiang’s ability to break into Australia, a new geographical reach, continues to demonstrate shipowners’ growing confidence in Yangzijiang’s shipbuilding competency. Yangzijiang expects to deliver the VLOCs from 2016 to 2017.

此造船合約來自一家在澳大利亞證券交易所掛牌上市的澳大利亞礦砂公司，也是揚子江在這一船型中接獲的首個訂單。揚子江成功進入澳大利亞這一新市場，再次證明船東對揚子江的造船能力充滿信心。上述四艘VLCC預期將於2016年至2017年期間陸續交付。

**Commenting on this contract win, Mr Ren Yuanlin (任元林), Executive Chairman of Yangzijiang, said,**

對於此新訂單，揚子江執行主席任元林表示：

**“Yangzijiang is emboldened to have secured its first ever 260,000DWT VLCCs order. The Group has observed that shipowners are enhancing their focus on vessels’ operational efficiencies and as a result, the shipbuilding industry is experiencing a rise in demand for larger vessels that provides higher carrying capacity. The demand uptrend for these cost effective and higher efficiency vessels is in line with the Group’s goal to scale the shipbuilding value chain.**

“揚子江為接獲260,000DWT超大型礦砂船這一新船型的訂單感到鼓舞。集團注意到船東對船舶的營運效率更加重視，就此，整個造船產業對更高承載能力的大型船舶的需求也在日益增長。市場對於高效節能型船舶的需求呈上升趨勢，也與集團上移造船價值鏈的策略契合。

**The Group wishes to reassure our shareholders that our investment size into non-core businesses i.e. investment in held to maturity and property development will be closely monitored and kept under control, and we would like to reiterate that our focus remains on our core shipbuilding business. Our key strategy is to redirect attention from our non-core businesses into our core shipbuilding and its related businesses such as shipping logistic and trading business. The Group will gradually reduce our investment in non-core businesses and eventually divest these businesses. Going forward, we will augment our shipbuilding capabilities to better serve our customers by providing them with a wider range of sophisticated vessels, and particularly towards research and development to continuously improve our vessel designs and shipbuilding process.**

集團希望股東放心，我們將密切監測並有效控制非造船業務（即持有至到期金融資產投資和房地產開發業務）投資規模，且希望在此重申，集團在未來仍將繼續專注於我們的核心造船業務。我們的策略是逐步將分散在非核心業務的精力集中到造船主業及相關航運物流和貿易業務。集團將逐步縮小非核心業務投資規模，並最終剝離此類投資。展望未來，集團將致力於為客戶提供更優質的服務，並加大研發力度以不斷優化船舶設計與造船工藝，進一步豐富高性能船舶種類以提升造船綜合競爭力。

**Previously with first ever 10,000TEU containership orders and now with the orders for 260,000DWT very large ore carriers, we have advanced Yangzijiang to be one of the most prominent shipyards in China. Our dream and ambition does not end here and we aim to develop even more sophisticated, complex and bigger vessels in our endeavour to see Yangzijiang rise as one of the top shipyards in the world.”**

此前的10,000TEU貨櫃輪訂單與此次260,000DWT大型礦砂船訂單，進一步鞏固了揚子江作為中國最優秀船廠之一的地位。但我們的夢想與雄心遠非於此，我們的目標是開發更高性能、更大噸位的船型，並在我們的不懈努力之下，將揚子江發展成為世界一流的船廠。”



**Yangzijiang's fourth 10,000TEU delivered successfully**  
**揚子江成功交付第四艘 10,000TEU 貨櫃輪**

**“On the 11<sup>th</sup> of June, we held at our Taicang Yard, the naming ceremony of our fourth and fifth 10,000TEU containerships, namely, “HANJIN AMI” and “HANJIN TABUL”. On the 16<sup>th</sup> of June, we have successfully delivered “HANJIN AMI” to our customer, marking the delivery of our fourth 10,000TEU containership. The successive completion and deliveries of our 10,000TEU containerships continue to build on our track record and increase our presence in the mega containerships.”**

**“6月11日，集團於旗下太倉船廠舉行我們第四艘與第五艘 10,000TEU 貨櫃輪“韓進 阿彌”與“韓進 陀佛”的命名儀式。並於 6 月 16 日，成功向客戶交付“韓進 阿彌”，標誌着集團成功交付第四艘 10,000TEU 貨櫃輪。10,000TEU 貨櫃輪的成功建造與交付，持續刷新着集團的紀錄，也提升了集團在大型貨櫃輪領域的市場地位。”**

**Mr Ren Yuanlin, Executive Chairman, Yangzijiang**  
**揚子江，執行主席 任元林**

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**ABOUT YANGZIJIANG SHIPBUILDING (HOLDINGS) LIMITED (Bloomberg Ticker: YZJ SP)**  
**關於揚子江船業(控股)有限公司 (彭博社 Ticker: YZJ SP)**

Established in 1956 and listed on SGX-Mainboard since April 2007, Yangzijiang Shipbuilding (Holdings) Limited (“Yangzijiang Shipbuilding” or collectively known as the “Group”) is the largest Chinese listed entity on SGX-Mainboard. Yangzijiang Shipbuilding is also one of the largest non-state-owned publicly listed shipbuilder by virtue of manufacturing capability in the PRC. Notably, the Group is the first Chinese shipyard to secure the 10,000TEU containership orders in 2011.

揚子江船業(控股)有限公司 (“揚子江船業”或統稱為“集團”)成立於1956年，並於2007年4月於新加坡交易所主板上市，為新交所主板中規模最大的上市掛牌中資企業。揚子江也以其產能位列中國境內最大的非國營民營上市船廠之一。值得一提的是，揚子江於2011年成為首家接獲10,000TEU貨櫃輪訂單的中國造船廠。

Yangzijiang Shipbuilding has evolved into an integrated marine service provider with core shipbuilding business and exposure in ship demolition and offshore industry. The Group’s niche lies in construction of commercial vessels ranging from containerships, bulk cargo carriers and multi-purpose cargo vessels. The Group owns three shipyards in Jiangsu Province, China along the Yangtze River, with total available capacity of 2.0 million CGT and total production area spanning approximately 400 hectares.

揚子江船業已發展成為一個以造船為核心業務並跨入拆船及海洋工程的綜合海事集團。集團的利基在於建造各式的商用船舶，從貨櫃輪、散貨輪到多用途船舶。集團在中國江蘇省長江沿岸擁有三座船廠，總建造容量達200萬修正總噸和總生產面積將近400公頃。

The Group has also a wholly-owned ship demolition yard in Jiangsu Province, China with a total production capacity of 200,000 Light Displacement Tonnage (“LDT”). Going forward, the Group has plans to expand the production capacity to 600,000 LDT by 2015.

集團在中國江蘇省還擁有一家全資拆船廠，總生產能力達200,000噸輕排水量(“LDT”)。集團計畫於2015年前擴大其生產能力達600,000噸輕排水量。

Yangzijiang Shipbuilding through a Joint Venture Agreement in 2011 to incorporate an offshore headquarter in Singapore and to establish an offshore construction base in Taicang City, China. The Group wishes to capitalize on the talent pool in Singapore to construct mega offshore structures in China, where the Group can further leverage on China’s cost efficiency, proximity to raw materials and labour. The offshore construction base sits on a land area of about 156 hectares with 1,500 meters of coastline.

揚子江船業在2011年透過一項合資協定在新加坡設立一個海工業務總部，並於中國太倉市建立一個海工基地。集團希望招聘新加坡的人才並藉助中國本身的原材料及人工的成本優勢在中國建造適用於海洋工程的大型鋼結構。太倉海工基地占地面積約156公頃，並擁有1500米海岸線。

*For more information please visit the website at: [www.yzjship.com](http://www.yzjship.com)*

欲知更多資訊，請上公司官網 [www.yzjship.com](http://www.yzjship.com)查詢

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Issued for and on behalf of Yangzijiang Shipbuilding (Holdings) Limited

By Financial PR Pte Ltd

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以上新聞資訊由台灣財經公關顧問公司代表揚子江船業控股有限公司發佈，

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