JINHUI SHIPPING AND TRANSPORTATION LIMITED

SECOND QUARTER AND HALF YEARLY REPORT
FOR THE QUARTER AND
SIX MONTHS ENDED 30 JUNE 2010

Jinhui Shipping and Transportation Limited

HIGHLIGHTS FOR THE FIRST HALF OF 2010
❖ Revenue for the period: US$166 million
❖ Net profit for the period: US$76 million
❖ Basic earnings per share: US$0.9093
❖ Gearing ratio as at 30 June 2010: 49%

HIGHLIGHTS FOR THE SECOND QUARTER OF 2010
❖ Revenue for the quarter: US$90 million
❖ Net profit for the quarter improved 54% to US$42 million
❖ Basic earnings per share: US$0.5025

The Board of **Jinhui Shipping and Transportation Limited** (the “Company”) is pleased to announce the unaudited consolidated results of the Company and its subsidiaries (the “Group”) for the quarter and six months ended 30 June 2010.

CONDENSED CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

	Note	**3 months ended 30/6/2010 (Unaudited) *US$'000***	3 months ended 30/6/2009 (Unaudited) *US$'000*	**6 months ended 30/6/2010 (Unaudited) *US$'000***	6 months ended 30/6/2009 (Unaudited) *US$'000*	Year ended 31/12/2009 (Audited) *US$'000*
Revenue	*2*	**89,902**	91,699	**165,527**	174,264	349,340
Other operating income	*3*	**1,557**	2,033	**2,357**	43,047	53,076
Interest income		**206**	212	**992**	702	1,162
Shipping related expenses		**(32,340)**	(46,282)	**(61,354)**	(94,734)	(180,177)
Staff costs		**(1,361)**	(1,395)	**(2,575)**	(2,679)	(19,391)
Net (loss) gain on disposal of motor vessels		**-**	(6,864)	**-**	(6,864)	8,504
Other operating expenses		**(3,656)**	(945)	**(5,839)**	(14,018)	(16,992)
Operating profit before depreciation and amortization		**54,308**	38,458	**99,108**	99,718	195,522
Depreciation and amortization		**(10,709)**	(8,924)	**(20,243)**	(16,881)	(34,038)
Operating profit		**43,599**	29,534	**78,865**	82,837	161,484
Finance costs		**(1,364)**	(2,059)	**(2,445)**	(4,917)	(7,642)
Profit before taxation		**42,235**	27,475	**76,420**	77,920	153,842
Taxation	*4*	**-**	-	**-**	-	-
Net profit for the period / year		**42,235**	27,475	**76,420**	77,920	153,842
Other comprehensive income						
Change in fair value of available-for-sale financial assets		**-**	-	**-**	-	44
Total comprehensive income for the period / year attributable to shareholders of the Company		**42,235**	27,475	**76,420**	77,920	153,886
Basic earnings per share	*5*	**US$0.5025**	US$0.3269	**US$0.9093**	US$0.9271	US$1.8305

CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

	Note	**30/6/2010 (Unaudited) US$'000**	30/6/2009 (Unaudited) US$'000	31/12/2009 (Audited) US$'000
ASSETS				
Non-current assets				
Property, plant and equipment		**1,092,272**	884,963	977,323
Available-for-sale financial assets		**359**	315	359
		1,092,631	885,278	977,682
Current assets				
Inventories		**45**	588	35
Assets held for sale		**-**	103,763	-
Trade and other receivables		**30,896**	25,279	30,378
Financial assets at fair value through profit or loss		**12,845**	2,642	11,530
Pledged deposits	*7*	**67,418**	11,328	65,970
Bank balances and cash	*8*	**150,220**	85,777	146,621
		261,424	229,377	254,534
Total assets		**1,354,055**	1,114,655	1,232,216
EQUITY AND LIABILITIES				
Capital and reserves				
Issued capital		**4,202**	4,202	4,202
Reserves		**741,701**	589,315	665,281
Total equity		**745,903**	593,517	669,483
Non-current liabilities				
Advance receipt		**741**	-	12,936
Secured bank loans		**479,319**	419,709	401,689
		480,060	419,709	414,625
Current liabilities				
Trade and other payables		**75,470**	47,939	87,421
Secured bank loans		**52,622**	53,490	60,687
		128,092	101,429	148,108
Total equity and liabilities		**1,354,055**	1,114,655	1,232,216

CONDENSED CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

	Issued capital (Unaudited) US$'000	Share premium (Unaudited) US$'000	Capital redemption reserve (Unaudited) US$'000	Contributed surplus (Unaudited) US$'000	Employee share-based compensation reserve (Unaudited) US$'000	Reserve for available-for-sale financial assets (Unaudited) US$'000	Retained profits (Unaudited) US$'000	Total equity (Unaudited) US$'000
At 1 January 2009	4,202	72,087	719	16,297	4,758	(32)	417,566	515,597
Total comprehensive income for the period	-	-	-	-	-	-	77,920	77,920
At 30 June 2009	4,202	72,087	719	16,297	4,758	(32)	495,486	593,517
At 1 January 2010	4,202	72,087	719	16,297	4,758	12	571,408	669,483
Total comprehensive income for the period	-	-	-	-	-	-	76,420	76,420
At 30 June 2010	**4,202**	**72,087**	**719**	**16,297**	**4,758**	**12**	**647,828**	**745,903**

CONDENSED CONSOLIDATED STATEMENT OF CASH FLOWS

	6 months ended 30/6/2010 (Unaudited) US$'000	6 months ended 30/6/2009 (Unaudited) US$'000	Year ended 31/12/2009 (Audited) US$'000
Net cash from operating activities	**69,620**	96,019	207,452
Net cash used in investing activities	**(133,138)**	(123,977)	(100,101)
Net cash from (used in) financing activities	**68,117**	27,290	(38,175)
Net increase (decrease) in cash and cash equivalents	**4,599**	(668)	69,176
Cash and cash equivalents at the beginning of period / year	**145,621**	76,445	76,445
Cash and cash equivalents at the end of period / year	**150,220**	75,777	145,621

NOTES:

1. Basis of preparation and accounting policies

The unaudited condensed consolidated interim financial statements have been prepared in accordance with International Accounting Standard 34 "Interim Financial Reporting" issued by the International Accounting Standards Board and Hong Kong Accounting Standard 34 "Interim Financial Reporting" issued by the Hong Kong Institute of Certified Public Accountants and have been reviewed by our auditors, Grant Thornton. The accounting policies and basis of preparation adopted in these interim financial statements are consistent with those adopted in the annual financial statements for the year ended 31 December 2009.

2. Revenue

The Group is principally engaged in the businesses of ship chartering and ship owning which are carried out internationally. Revenue represents chartering freight and hire income arising from the Group's owned and chartered-in vessels.

3. Other operating income

The other operating income for the period ended 30 June 2009 included an income of US$39,712,000 received from a few counterparties to wash out foregoing time-charter contracts by mutual agreements. There is no such income recognized for the period ended 30 June 2010.

4. Taxation

Taxation has not been provided as the Group has no assessable profit for all relevant periods / year.

5. Earnings per share

The calculation of basic earnings per share for the quarter ended 30 June 2010 is based on the net profit for the quarter of US$42,235,000 (30/6/2009: US$27,475,000) and the weighted average number of 84,045,341 (30/6/2009: 84,045,341) ordinary shares in issue during the quarter.

The calculation of basic earnings per share for the six months ended 30 June 2010 is based on the net profit for the period of US$76,420,000 (30/6/2009: US$77,920,000) and the weighted average number of 84,045,341 (30/6/2009: 84,045,341) ordinary shares in issue during the period.

The calculation of basic earnings per share for the year ended 31 December 2009 is based on the net profit for the year of US$153,842,000 and the weighted average number of 84,045,341 ordinary shares in issue during the year.

Diluted earnings per share is not shown as there is no potential ordinary share in issue in all relevant periods / year presented.

6. Interim dividend

The Board has resolved not to recommend the payment of any interim dividend for the quarter ended 30 June 2010 (30/6/2009: nil).

7. Pledged deposits

As at 30 June 2010 and 31 December 2009, the amounts included US$44.4 million deposits placed with a bank as security for the issuance of a bank guarantee in September 2009 in relation to legal proceedings which are still underway as of date of this report.

8. Bank balances and cash

	30/6/2010 (Unaudited) *US$'000*	30/6/2009 (Unaudited) *US$'000*	31/12/2009 (Audited) *US$'000*
Cash and cash equivalents for condensed consolidated statement of cash flows purpose	**150,220**	75,777	145,621
Bank deposits with more than three months to maturity when placed	**-**	10,000	1,000
	150,220	85,777	146,621

Member of Grant Thornton International Ltd

INDEPENDENT REVIEW REPORT

To the Board of Directors of Jinhui Shipping and Transportation Limited

(Incorporated in Bermuda with limited liability)

Introduction

We have reviewed the interim financial report set out on pages 1 to 6 which comprise the condensed consolidated statement of financial position of Jinhui Shipping and Transportation Limited as of 30 June 2010 and the related condensed consolidated statement of comprehensive income, condensed consolidated statement of changes in equity and condensed consolidated statement of cash flows for the six-month period then ended, and explanatory notes. The directors are responsible for the preparation and presentation of this interim financial report in accordance with International Accounting Standard 34 “Interim Financial Reporting” issued by the International Accounting Standards Board and Hong Kong Accounting Standard 34 “Interim Financial Reporting” issued by the Hong Kong Institute of Certified Public Accountants.

Our responsibility is to express a conclusion on this interim financial report based on our review and to report our conclusion solely to you, as a body, in accordance with our agreed terms of engagement, and for no other purpose. We do not assume responsibility towards or accept liability to any other person for the contents of this report.

Scope of Review

We conducted our review in accordance with Hong Kong Standard on Review Engagements 2410, “Review of Interim Financial Information Performed by the Independent Auditor of the Entity” issued by the Hong Kong Institute of Certified Public Accountants. A review of interim financial report consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with Hong Kong Standards on Auditing and consequently does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

Conclusion

Based on our review, nothing has come to our attention that causes us to believe that the interim financial report is not prepared, in all material respects, in accordance with International Accounting Standard 34 and Hong Kong Accounting Standard 34.

Grant Thornton
Certified Public Accountants
6th Floor, Nexxus Building,
41 Connaught Road Central,
Hong Kong

30 August 2010

INTERIM DIVIDEND

The Board has resolved not to recommend the payment of any interim dividend for the quarter ended 30 June 2010.

REVIEW OF OPERATIONS

Second quarter of 2010. At the beginning of 2010, global demand for dry bulk commodities started with mild recovery with a gradually upward trend of charter rates which was supported by an upturn in Asia steel and coal demand and demand for other dry bulk commodities. Yet the sovereign debt crisis in some European countries decelerated the global economic recovery in particular to the US and European countries and the pace of the dry bulk shipping recovery remained subdued as rising number of newbuildings entered the market. The dry bulk market sentiment was further dampened due to the increasing amount of iron ore and coal stockpiled at Chinese ports and the slowdown of the pace of dry bulk commodities imported to China. The Baltic Dry Index ("BDI") opened at 2,998 points on 1 April 2010, climbed to the peak at 4,209 points on 26 May 2010 and closed at 2,406 points on 30 June 2010.

The Group achieved satisfactory operating results for the second quarter of 2010 despite dry bulk market experienced fluctuations under the imbalance between dry bulk supply and demand. Revenue for the quarter reached US$89,902,000 and the net profit for the quarter surged from US$27,475,000 for the second quarter of 2009 to US$42,235,000 for the second quarter of 2010, representing an increase of 54%. Basic earnings per share for the quarter was US$0.5025 while US$0.3269 was reported in corresponding quarter of 2009.

The Group's revenue for the second quarter of 2010 dropped slightly from US$91,699,000 in 2009 to US$89,902,000. The number of revenue days remained at approximately 2,900 days for both second quarters of 2010 and 2009. On average, we operated twenty seven owned vessels and five chartered-in vessels during the second quarter of 2010 and earned an average daily time charter equivalent rates ("TCE") of US$30,646 as compared to twenty four owned vessels and eight chartered-in vessels in the same quarter of 2009 with an average daily TCE of US$29,668.

The average daily TCE of the Group's fleet were as follows:

	2010 Q2	2009 Q2	**2010 1st half**	2009 1st half	2009
	US$	*US$*	***US$***	*US$*	*US$*
Capesize	**83,858**	78,770	**84,694**	80,507	77,950
Post-Panamax / Panamax	**33,417**	20,153	**33,444**	18,792	21,376
Supramax / Handymax	**26,442**	24,742	**25,405**	25,798	25,019
In average	**30,646**	29,668	**29,971**	30,273	30,149

The operating results were encouraging and the Group recorded a net profit of US$42,235,000 for the second quarter of 2010. The improvement was mainly attributable to the sharp reduction in shipping related expenses.

The Group's shipping related expenses for the quarter was US$32,340,000, representing a decrease of 30% as compared to US$46,282,000 in last corresponding quarter as a result of expiration of time-charter contracts for a few chartered-in vessels with relatively high charter rates. As at 30 June 2010, the Group managed and operated five chartered-in vessels when comparing to nine chartered-in vessels operated as at 30 June 2009.

Due to the expansion of the Group's owned fleet, the Group's depreciation and amortization for the quarter increased by 20% to US$10,709,000 as compared to last corresponding quarter. As at 30 June 2010, the Group had twenty nine owned vessels as compared to twenty four owned vessels as at 30 June 2009.

Given the remarkable interest rate cut and prolonged ultra-low rate strategy led by the US since early 2009, the Group's finance costs reduced by 34% from US$2,059,000 for the second quarter of 2009 to US$1,364,000 for current quarter.

First half of 2010. The dry bulk shipping operating activities restored on the back of firm and strong Chinese iron ore imports and steel consumption in the beginning of 2010. Yet, the market charter rates retreated since June 2010 given the escalating newbuildings put into the market, weaker-than-expect global economic recovery, uncertainty over European sovereign debt crisis, and continued tightening economic measures of the Chinese government. The BDI opened at 3,005 points at the start of 2010, rallied to around 4,000 points before the start of sharp decline in June 2010, and closed at 2,406 points on 30 June 2010.

Revenue for the first half of 2010 was US$165,527,000 whereas US$174,264,000 was reported for last corresponding period. Unlike the first half of 2009 where our fleet employment was a mix of charter contracts entered before and during the financial turmoil that earned variable hire revenue, the Group was able to secure charter contracts entered with reputable charterers and contributed satisfactory and stable hire revenue for current period. The fleet utilization was 99% for the first half of 2010 as compared to 97% for last corresponding period due to the unexpected loss of a few time-charter contracts in early 2009.

In the first half of 2009, the Group was unavoidably impacted under the unprecedented financial crisis and incurred impairment loss on trade receivables of US$10,188,000, and compensated with non-recurring income received from a few counterparties to wash out foregoing time-charter contracts amounting to US$39,712,000. Excluding these non-recurring items and loss on disposal of motor vessels of US$6,864,000, the Group's net profit would have been US$55,260,000 for the first half of 2009. The dry bulk market environment in 2010 was better than that in 2009 and we are able to fix our time-charter contracts at respectable hire rates. With cost-efficient fleet management and tightening overall credit control to enhance quality of charterers, the Group's operating performance was improved and the net profit reached US$76,420,000 for the period ended 30 June 2010.

The Group's shipping related expenses dropped 35% from US$94,734,000 to US$61,354,000 for the first half of 2010, mainly due to decreased average number of chartered-in vessels in operations from nine vessels to five vessels, and partly offset by increased average number of owned vessels in operations from twenty two vessels to twenty six vessels during the period. The Group strives to maintain a young and cost-efficient fleet with average vessel age at four years and keep our daily operating cost low.

The Group also benefited from notable interest rate cut since 2009 and the finance costs for the first half of 2010 was US$2,445,000, representing a cutback of 50% over US$4,917,000 for last corresponding period.

FINANCIAL REVIEW

During the period ended 30 June 2010, upon financing of various vessel mortgage loans, and offset by cash used to partially finance the delivery of five additional vessels and installments paid for the newbuildings, the total of the Group's equity and debt securities, bank balances and cash increased to US$163,065,000 (31/12/2009: US$158,151,000) and bank borrowings increased to US$531,941,000 (31/12/2009: US$462,376,000) as at 30 June 2010.

The gearing ratio, as calculated on the basis of net debts (total interest-bearing debts net of equity and debt securities, bank balances and cash) over total equity, was 49% as at 30 June 2010 (31/12/2009: 45%). With cash, marketable equity and debt securities in hand as well as available credit facilities, the Group has sufficient financial resources to satisfy its commitments and working capital requirements.

During the period ended 30 June 2010, capital expenditure on additions of the owned vessels and vessels under construction was US$133,932,000 (30/6/2009: US$186,538,000), and on other property, plant and equipment was US$1,320,000 (30/6/2009: US$149,000).

As at 30 June 2010, the total amount of capital expenditure commitments contracted by the Group but not provided for, net of deposits paid, was approximately US$498,066,000 (31/12/2009: US$623,915,000), representing the Group's outstanding capital expenditure commitments to acquire fourteen (31/12/2009: nineteen) newbuildings at a total purchase price of approximately US$673,120,000 (31/12/2009: US$867,027,000).

The above capital expenditure commitments included two Supramax newbuildings at a total original cost of US$33,820,000 and JPY3,590,500,000, which were contracted to be disposed to a third party at a total consideration of US$34,255,100 and JPY3,703,031,000 at their expected dates of delivery in October 2010 and August 2012 respectively.

FLEET

The Group's strategy is to maintain a young and modern fleet to serve the growing needs of our customers.

During the quarter, two newly built Supramaxes named as "Jin Yue" and "Jin Yang" were delivered to the Group.

As at 30 June 2010, the Group had twenty nine owned vessels which included one modern Post-Panamax, one modern Panamax, twenty six modern grabs fitted Supramaxes and one Handymax.

Apart from the owned vessels, the Group operated five chartered-in vessels which included two Capesizes, one Panamax and two Supramaxes as at 30 June 2010.

Subsequent to the quarter ended 30 June 2010, a newly built Post-Panamax was delivered to the Group on 17 August 2010 and was named as "Jin Lang".

Fleet Details

The fleet details after the quarter ended 30 June 2010 and up to 29 August 2010 were as follows:

	Number of vessels						
	In operation			Newbuildings / New charters			
	Owned	Chartered	Subtotal	Owned [1]	Chartered	Subtotal	Total
Capesize Fleet							
As at 1 July 2010 and 29 August 2010	-	2	2	-	-	-	2
Post-Panamax Fleet							
As at 1 July 2010	1	-	1	1	-	1	2
Newbuilding delivery	1	-	1	(1)	-	(1)	-
As at 29 August 2010	2	-	2	-	-	-	2
Panamax Fleet							
As at 1 July 2010 and 29 August 2010	1	1	2	1	-	1	3
Supramax / Handymax Fleet							
As at 1 July 2010 and 29 August 2010	27	2	29	9	-	9	38
Handysize Fleet							
As at 1 July 2010 and 29 August 2010	-	-	-	1	-	1	1
Total Fleet As at 29 August 2010	30	5	35	11	-	11	46

Note:

1 Includes eleven newbuildings ordered by the Group as at 29 August 2010, which we expected to take deliveries of one Supramax in 2010, one Panamax and five Supramaxes in 2011, two Supramaxes and one Handysize in 2012 and one Supramax in 2013.

According to the Company's best estimation, the activity of the Group's fleet as at 29 August 2010 was as follows:

Owned and Chartered-in Fleet – revenue covered:

		Unit	2010	2011
Capesize Fleet	Coverage	*%*	100	76
	Operating days covered	*Days*	730	557
	Daily TCE	*US$*	83,698	73,641
Post-Panamax / Panamax Fleet	Coverage	*%*	70	22
	Operating days covered	*Days*	805	353
	Daily TCE	*US$*	32,208	38,200
Supramax / Handymax Fleet	Coverage	*%*	95	44
	Operating days covered	*Days*	9,542	4,917
	Daily TCE	*US$*	26,148	30,369

Chartered-in Fleet – TCE cost:

		Unit	2010	2011
Capesize Fleet	Operating days	*Days*	730	730
	Daily TCE cost	*US$*	40,750	40,750
Panamax Fleet	Operating days	*Days*	365	259
	Daily TCE cost	*US$*	22,500	22,500
Supramax Fleet	Operating days	*Days*	730	500
	Daily TCE cost	*US$*	26,450	31,680

RISK FACTORS

This report may contain forward looking statements. These statements are based upon various assumptions, many of which are based, in turn, upon further assumptions, including the Company's management's examination of historical operating trends. Although the Company believes that these assumptions were reasonable when made, because assumptions are inherently subject to significant uncertainties which are difficult or impossible to predict and are beyond its control, the Company cannot give assurance that it will achieve or accomplish these expectations, beliefs or targets.

Key risk factors that could cause actual results to differ materially from those discussed in this report will include but not limited to the way world economies, currencies and interest rate environment may evolve going forward, general market conditions including fluctuations in charter rates and vessel values, counterparty risk, changes in demand in the dry bulk market, changes in operating expenses including bunker prices, crewing costs, drydocking and insurance costs, changes in governmental rules and regulations or actions taken by regulatory authorities, potential liability from pending or future litigation, general domestic and international political conditions, potential disruption of shipping routes due to accidents, piracy or political events, and other important factors described from time to time in the reports filed by the Company.

OUTLOOK

The first half of 2010 has generally been better than expectations, with a strengthening freight market due to a favourable import policy of China, as well as a general upturn in Asia steel and coal demand, and the demand for other dry bulk commodities. However, the seas turned rough with little or no notice in recent months as we highlighted at the end of the first quarter of 2010. As China reduced its government stimulus package and efforts to cool the local real estate market in recent months, the freight market also corrected with the reduction in Chinese imports. There is a lot of expectation placed on the continued economic growth of Asia, in particularly China. It remains to be seen as to how well the Chinese demand of dry commodities will trend forward, with local real estate and steel production market operating under unfavourable government directives.

The firm demand for dry bulk commodities from Asian countries had absorbed well the impact of continued delivery of newbuildings into the global dry bulk fleet during the first few months of 2010. With renewed round of newbuilding orders backed by mining majors (on large ore carriers) as well as new aspired shipowners (on various size of bulk carriers), the risk of oversupply in global tonnages should not be forgotten or ruled out and we see challenges ahead of us.

Looking at the global macro picture, we noticed very mixed signals. Asset prices around the globe have in general been receiving strong support as a result of the concerted monetary easing policy and government stimulus packages by various countries. Recently, there have been more rigorous monetary tightening policies to prevent potential overheating economies in countries such as China and Australia; there have been uncertainties in the west due to sovereign debt / credit crisis in some European countries; and economic recovery in the US seems to experience continued struggles, with the need of prolonged monetary easing.

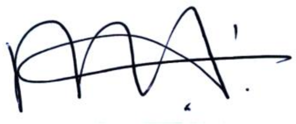
We believe this uncertain macro backdrop may continue for a while, and we will continue to remind ourselves of the rainy days and continue to run our business in a conservative manner.

The freight market should receive further support as iron ore and coal import from China and Asia resumes in coming months. Given that we see conflicting economic and industry signals, we will continue to operate with a cautious and nimble mindset, maintain a first class modern fleet to better serve our customers, seek revenue stability by working with credible counterparties, and further strengthen our financial position with reduction of debt as our top priorities to ensure the long term success of the Company.

PUBLICATION OF FINANCIAL INFORMATION

This report is available on the website of the Company at www.jinhuiship.com and the NewsWeb of the Oslo Stock Exchange at www.newsweb.no.

By Order of the Board



Ng Siu Fai
Chairman

30 August 2010

RESPONSIBILITY STATEMENT

We confirm, to the best of our knowledge, that the half yearly report for the period from 1 January to 30 June 2010 has been prepared in accordance with applicable accounting standards and gives a true and fair view of the assets, liabilities, financial position and results of operations of the Group and that the half yearly report includes a fair review of the development and performance of the business and the position of the Group together with a description of the key principal risks and uncertainty factors that the Group faces.

30 August 2010

Ng Siu Fai *Chairman*	**Ng Kam Wah Thomas** *Managing Director and Deputy Chairman*	**Ng Ki Hung Frankie** *Executive Director*	**Ho Suk Lin Cathy** *Executive Director*

Tsui Che Yin Frank *Non-executive Director*	**William Yau** *Non-executive Director*	**Ng Ham Tim** *Non-executive Director*

Jinhui Shipping and Transportation Limited

Registered office:

Clarendon House, 2 Church Street, Hamilton HM 11, Bermuda

Correspondence address:

26th Floor, Yardley Commercial Building, 1-6 Connaught Road West, Hong Kong SAR, PRC

Tel: (852) 2545 0951 E-mail: info@jinhuiship.com

Fax: (852) 2541 9794 Website: www.jinhuiship.com