JINHUI HOLDINGS COMPANY LIMITED

金輝集團有限公司

(Incorporated in Hong Kong with limited liability)

Stock Code : 137

OVERSEAS REGULATORY ANNOUNCEMENT

SECOND QUARTER AND HALF YEARLY REPORT
FOR THE QUARTER AND SIX MONTHS ENDED 30 JUNE 2008
OF
JINHUI SHIPPING AND TRANSPORTATION LIMITED

(This overseas regulatory announcement is made by Jinhui Holdings Company Limited in compliance with Rule 13.09(1) and 13.09(2) of the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited.)

Please refer to the attached announcement released on 26 August 2008 through the Oslo Stock Exchange by Jinhui Shipping and Transportation Limited ("Jinhui Shipping"), an approximately 54.77% owned subsidiary of Jinhui Holdings Company Limited, in accordance with the regulations of the Oslo Stock Exchange.

The principal accounting policies and methods of computation used in the preparation of the attached unaudited consolidated results of Jinhui Shipping and its subsidiaries are in accordance with the Hong Kong Financial Reporting Standards issued by the Hong Kong Institute of Certified Public Accountants.

By Order of the Board
Jinhui Holdings Company Limited
Ng Siu Fai
Chairman

Hong Kong, 26 August 2008

As at date of this announcement, the Executive Directors of Jinhui Holdings Company Limited are Ng Siu Fai, Ng Kam Wah Thomas, Ng Ki Hung Frankie and Ho Suk Lin; and the Independent Non-executive Directors of Jinhui Holdings Company Limited are Cui Jianhua, Tsui Che Yin Frank and William Yau.

JINHUI

JINHUI SHIPPING AND TRANSPORTATION LIMITED

SECOND QUARTER AND HALF YEARLY REPORT
FOR THE QUARTER AND
SIX MONTHS ENDED 30 JUNE 2008

HIGHLIGHTS FOR THE SECOND QUARTER OF 2008:

- Turnover increased 101% and reached US$135 million
- Net profit increased over 60-fold to US$71 million
- Basic earnings per share: US$0.8392
- Interim dividend per share: US$0.27

The Board of Directors 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 2008.

CONDENSED CONSOLIDATED INCOME STATEMENT

	Note	**3 months ended 30/6/2008 (Unaudited)**	3 months ended 30/6/2007 (Unaudited)	**6 months ended 30/6/2008 (Unaudited)**	6 months ended 30/6/2007 (Unaudited)	Year ended 31/12/2007 (Audited)
		US$'000	*US$'000*	***US$'000***	*US$'000*	*US$'000*
Turnover	*2*	**135,050**	67,199	**249,828**	121,510	296,285
Gain on disposal of a motor vessel	*3*	**2,876**	-	**2,876**	-	20,257
Other operating income		**4,812**	524	**7,160**	2,823	8,597
Shipping related expenses		**(61,472)**	(35,893)	**(113,133)**	(66,448)	(136,576)
Depreciation and amortization		**(7,705)**	(5,428)	**(15,033)**	(9,567)	(21,866)
Staff costs		**(1,194)**	(1,008)	**(2,245)**	(1,894)	(6,573)
Other operating expenses		**2,189**	(20,100)	**(6,300)**	(25,531)	(55,959)
Profit from operations		**74,556**	5,294	**123,153**	20,893	104,165
Interest income		**411**	821	**780**	1,468	2,634
Interest expenses		**(4,436)**	(4,970)	**(10,083)**	(8,449)	(21,167)
Profit before taxation		**70,531**	1,145	**113,850**	13,912	85,632
Taxation	*4*	**-**	-	**-**	-	-
Net profit for the period/year attributable to shareholders of the Company		**70,531**	1,145	**113,850**	13,912	85,632
Dividend recognized as distribution	*5(a)*	**13,447**	-	**13,447**	-	-
Dividends declared after the balance sheet dates	*5(b)*	**22,692**	-	**22,692**	-	13,447
Basic earnings per share *(US$)*	*6*	**0.8392**	0.0136	**1.3546**	0.1655	1.0189

CONDENSED CONSOLIDATED BALANCE SHEET

	30/6/2008	30/6/2007	31/12/2007
	(Unaudited)	(Unaudited)	(Audited)
	US$'000	*US$'000*	*US$'000*
ASSETS			
Non-current assets			
Property, plant and equipment	**815,365**	558,900	728,697
Available-for-sale financial assets	**192**	3,570	192
	815,557	562,470	728,889
Current assets			
Inventories	**37**	23	32
Trade and other receivables	**22,544**	15,145	17,717
Financial assets at fair value through profit or loss	**6,754**	4,358	1,557
Pledged deposits	**3,968**	24,663	2,301
Bank balances and cash	**79,472**	88,784	68,274
	112,775	132,973	89,881
Total assets	**928,332**	695,443	818,770
EQUITY AND LIABILITIES			
Capital and reserves	**413,343**	241,220	312,940
Non-current liabilities			
Secured bank loans	**402,089**	360,367	380,229
Current liabilities			
Trade and other payables	**33,515**	26,155	34,683
Financial liabilities at fair value through profit or loss	**2,025**	26,663	1,853
Secured bank loans	**77,360**	41,038	89,065
	112,900	93,856	125,601
Total equity and liabilities	**928,332**	695,443	818,770

CONDENSED CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

	Share capital	Share premium	Capital redemption reserve	Contributed surplus	Employee share-based compensation reserve	Retained profits	Total
	(Unaudited)	(Unaudited)	(Unaudited)	(Unaudited)	(Unaudited)	(Unaudited)	(Unaudited)
	US$'000	*US$'000*	*US$'000*	*US$'000*	*US$'000*	*US$'000*	*US$'000*
At 1 January 2007	4,202	72,087	719	16,297	4,758	129,245	227,308
Net profit for the period	-	-	-	-	-	13,912	13,912
At 30 June 2007	4,202	72,087	719	16,297	4,758	143,157	241,220
At 1 January 2008	4,202	72,087	719	16,297	4,758	214,877	312,940
2007 final dividend	-	-	-	-	-	(13,447)	(13,447)
Net profit for the period	-	-	-	-	-	113,850	113,850
At 30 June 2008	**4,202**	**72,087**	**719**	**16,297**	**4,758**	**315,280**	**413,343**

CONDENSED CONSOLIDATED CASH FLOW STATEMENT

	6 months ended 30/6/2008	6 months ended 30/6/2007	Year ended 31/12/2007
	(Unaudited)	(Unaudited)	(Audited)
	US$'000	*US$'000*	*US$'000*
Net cash from operating activities	**114,264**	58,944	106,602
Net cash used in investing activities	**(98,107)**	(184,293)	(342,712)
Net cash (used in) from financing activities	**(4,959)**	177,203	267,454
Net increase in cash and cash equivalents	**11,198**	51,854	31,344
Cash and cash equivalents at the beginning of period/year	**68,274**	36,930	36,930
Cash and cash equivalents at the end of period/year	**79,472**	88,784	68,274

NOTES:

1. Basis of preparation and accounting policies

The unaudited condensed consolidated interim financial statements have been prepared in accordance with Hong Kong Accounting Standard ("HKAS") 34 "Interim Financial Reporting" issued by the Hong Kong Institute of Certified Public Accountants ("HKICPA") and have not 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 2007 except for the adoption of new/revised Hong Kong Financial Reporting Standards and HKASs ("New Standards") that have become effective for accounting periods beginning on or after 1 January 2008. The Board has assessed the impact of these New Standards and concluded that the adoption of these New Standards has no material impact on the Group's financial statements.

The HKICPA has aligned Hong Kong Financial Reporting Standards with the requirements of International Financial Reporting Standards issued by the International Accounting Standards Board in all material aspects.

2. Turnover

The Group is principally engaged in the businesses of ship chartering and ship owning. Turnover represented the gross chartering freight and hire income arising from the Group's owned and chartered-in vessels.

More than ninety per cent. of the Group's turnover and operating results were attributable to its chartering operations which carried out internationally and cannot be attributable to any particular geographical location, and accordingly, no analysis by either business or geographical segment is included in the financial statements.

3. Gain on disposal of a motor vessel

The amount for the quarter and six months ended 30 June 2008 represented the gain on completion of the disposal of a motor vessel.

4. Taxation

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

5. Dividends

	3 months ended 30/6/2008	3 months ended 30/6/2007	**6 months ended 30/6/2008**	6 months ended 30/6/2007	Year ended 31/12/2007
	(Unaudited)	(Unaudited)	**(Unaudited)**	(Unaudited)	(Audited)
	US$'000	*US$'000*	***US$'000***	*US$'000*	*US$'000*
(a) *Dividend recognized as distribution*:					
- 2007 final dividend of US$0.16 per share	**13,447**	-	**13,447**	-	-
(b) *Dividends declared after the balance sheet dates:*					
- 2007 final dividend of US$0.16 per share	**-**	-	**-**	-	13,447
- 2008 interim dividend of US$0.27 per share	**22,692**	-	**22,692**	-	-
	22,692	-	**22,692**	-	13,447

6. Earnings per share

The calculation of basic earnings per share for the quarter ended 30 June 2008 is based on the net profit attributable to shareholders of the Company for the quarter of US$70,531,000 (30/6/2007: US$1,145,000) and the weighted average number of 84,045,341 (30/6/2007: 84,045,341) ordinary shares in issue during the quarter.

The calculation of basic earnings per share for the six months ended 30 June 2008 is based on the net profit attributable to shareholders of the Company for the period of US$113,850,000 (30/6/2007: US$13,912,000) and the weighted average number of 84,045,341 (30/6/2007: 84,045,341) ordinary shares in issue during the period.

The calculation of basic earnings per share for the year ended 31 December 2007 is based on the net profit attributable to shareholders of the Company for the year of US$85,632,000 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.

7. Post balance sheet events

On 11 July 2008, the Group entered into an agreement to acquire a Supramax newbuilding of deadweight 57,700 metric tons at a purchase price of US$46,500,000, which will be delivered to the Group on or before 30 June 2011.

On 25 July 2008, the Group entered into an agreement to acquire a Supramax newbuilding of deadweight 61,000 metric tons at a purchase price of JPY5,350,000,000, which will be delivered to the Group during the period between 1 June 2011 and 31 July 2011.

8. Comparative figures

Certain comparative figures have been reclassified to conform to current period's presentation.

INTERIM DIVIDEND

The Board has resolved to declare the payment of an interim dividend of US$0.27 per share and such dividend will be paid to the beneficial owners of the shares of the Company whose names are registered in the Norwegian Verdipapirsentralen (the Norwegian Registry of Securities) at the close of business on 11 September 2008. The ex dividend date is 9 September 2008 and the dividend will be paid on or about 25 September 2008.

REVIEW OF OPERATIONS

After a sharp correction in the dry bulk freight market in the first quarter of 2008, the dry bulk freight market has rebounded sharply since April 2008 due to robust demand from charterers, limited supply of new vessels and moderation of cargo supply bottlenecks (in particular the backbone cargoes iron ore and coal). In such tight market environment, small changes in the supply and demand resulted in large swings in charter rates, explaining the volatile trading environment. The Baltic Dry Index opened at 8,081, rose to its peak at around 11,800 by late May 2008 and closed at 9,589 by end of the quarter.

The Group's turnover for the quarter achieved US$135,050,000, representing an increase of 101% over the last corresponding quarter. The Group's net profit for the quarter rose to its record high of US$70,531,000, whereas a net profit of US$1,145,000 was reported for the same quarter last year. Basic earnings per share for the quarter was US$0.8392 as compared to basic earnings per share of US$0.0136 for the last corresponding quarter.

The excellent operating performance for the quarter in both turnover and net profit were attributable to the expanded fleet size and higher charter rates due to renewal of contracts. With thirty three owned and chartered-in vessels in operation for the quarter, the Group aimed at maximizing fleet utilization and chartering efficiency. The success of fleet management has been reflected in 58% up in average daily time charter equivalent rate ("TCE") and 39% increase in the number of revenue days from 2,045 days for the second quarter of 2007 to 2,850 days for the second quarter of 2008.

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

	2008 Q2	2007 Q2	**2008 1st half**	2007 1st half	2007
	US$	*US$*	***US$***	*US$*	*US$*
Capesize	**99,245**	58,317	**94,378**	55,939	67,653
Panamax	**50,745**	34,232	**48,739**	31,149	39,095
Supramax/Handymax	**36,883**	23,548	**35,609**	23,538	25,200
In average	**46,270**	29,354	**44,736**	28,870	32,778

The Group's depreciation and amortization for the quarter rose by US$2,277,000 as compared to last corresponding quarter mainly due to the increase in number of owned vessels.

The Group's other operating expenses for the quarter included a gain of US$3,751,000 mainly arising from the written back against the unrealized mark-to-market loss on financial investments recognized in the first quarter of 2008. As a result of the tightening of investment policies adopted since late 2007, the net loss on financial assets and financial liabilities at fair value through profit or loss had been greatly reduced by 90% from US$22,549,000 for the six months ended 30 June 2007 to US$2,362,000 for the six months ended 30 June 2008.

FINANCIAL REVIEW

During the period ended 30 June 2008, upon financing of various vessel mortgage loans and receiving the net sale proceeds on completion of the disposal of a motor vessel, as well as cash used to partially finance the delivery of three additional vessels and installments paid for the newbuildings, the total of the Group's equity securities, bank balances and cash increased to US$86,079,000 (31/12/2007: US$68,998,000) and bank borrowings increased to US$479,449,000 (31/12/2007: US$469,294,000) as at 30 June 2008. As a result of strong earnings and continuing healthy operating cash flows, the gearing ratio, as calculated on the basis of net debts (total interest-bearing debts net of equity and debt securities, equity linked investments, bank deposits with embedded derivatives, cash and cash equivalents) over total equity, reduced to 95% as at 30 June 2008 (31/12/2007: 128%). According to the Group's accounting policy, all the Group's owned vessels are stated at cost less accumulated depreciation and impairment losses at each balance sheet date. It is worth noting that this gearing level is substantially inflated, considering the values of owned vessels have significantly appreciated since their time of purchases. With cash, marketable equity securities in hand and majority of 2008 revenue already covered as well as available credit facilities, the Group's liquidity position remains strong and the Group has sufficient financial resources to satisfy its commitments and working capital requirements.

During the period ended 30 June 2008, capital expenditure on additions of the owned vessels and vessels under construction was US$177,744,000 (30/6/2007: US$186,394,000) and on other property, plant and equipment was US$504,000 (30/6/2007: US$11,000).

As at 30 June 2008, the total amount of capital expenditure commitments contracted by the Group but not provided for, net of deposits paid, was approximately US$909,515,000 (31/12/2007: US$1,037,895,000), representing the Group's outstanding capital expenditure commitments to acquire twenty six (31/12/2007: twenty six) newbuildings, one (31/12/2007: one) second hand vessel and one (31/12/2007: nil) property at a total purchase price of approximately US$1,121,643,000 (31/12/2007: US$1,212,807,000).

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.

In April 2008, the Group entered into agreements to dispose of three Supramaxes "Jin Hai", "Jin Feng" and "Jin Ying" at a total consideration of US$234,250,000, of which one vessel and the other two vessels were delivered to the purchasers in June and July 2008 respectively. Accordingly, a total net gain of around US$63 million was realized upon completion of the disposals in the second and the third quarter of 2008.

On 19 May 2008, the Group entered into an agreement to acquire a Supramax newbuilding at a purchase price of JPY5,100,000,000, which will be delivered to the Group on or before 30 June 2011.

On 28 June 2008, the Group entered into agreements to acquire two Post-Panamax newbuildings at a total purchase price of US$126,600,000, which will be delivered to the Group on or before 30 April 2010 and 31 May 2010 respectively.

On 30 June 2008, the Group entered into an agreement to acquire a Handysize newbuilding at a purchase price of JPY4,500,000,000, which will be delivered to the Group on or before 30 June 2012.

As at 30 June 2008, the Group owned twenty vessels which included one modern Capesize, one modern Panamax, sixteen modern grabs fitted Supramaxes and two Supramaxes to be disposed and delivered to the purchasers in July 2008. Apart from the owned vessels, the Group operated ten chartered-in vessels which included one Capesize, six Panamaxes, two Supramaxes and one Handymax as at 30 June 2008.

Subsequent to the quarter ended 30 June 2008, the Group entered into an agreement on 11 July 2008 to acquire a Supramax newbuilding at a purchase price of US$46,500,000, which will be delivered to the Group on or before 30 June 2011.

On 25 July 2008, the Group entered into an agreement to acquire a Supramax newbuilding at a purchase price of JPY5,350,000,000, which will be delivered to the Group during the period between 1 June 2011 and 31 July 2011.

On 19 August 2008, a newly built Supramax was delivered to the Group and was named as "Jin Sui".

Fleet Details

The movement in fleet details after the quarter ended 30 June 2008 and up to 25 August 2008 was as follows:

	Number of vessels						
	In operation			Newbuildings/New charters			
	Owned	Chartered [1]	Subtotal	Owned [2]	Chartered [3]	Subtotal	Total
Capesize Fleet							
As at 1 July 2008	1	1	2	-	5	5	7
New charter	-	1	1	-	(1)	(1)	-
As at 25 August 2008	1	2	3	-	4	4	7
Post-Panamax Fleet							
As at 1 July 2008 and 25 August 2008	-	-	-	2	-	2	2
Panamax Fleet							
As at 1 July 2008	1	6	7	2	-	2	9
Expiry of charter	-	(1)	(1)	-	-	-	(1)
As at 25 August 2008	1	5	6	2	-	2	8
Supramax/Handymax Fleet							
As at 1 July 2008	18	3	21	19	1	20	41
Newbuildings orders	-	-	-	2	-	2	2
Newbuilding delivery	1	-	1	(1)	-	(1)	-
Disposals	(2)	-	(2)	-	-	-	(2)
As at 25 August 2008	17	3	20	20	1	21	41
Handysize Fleet							
As at 1 July 2008 and 25 August 2008	-	-	-	1	-	1	1
Total Fleet							
As at 25 August 2008	19	10	29	25	5	30	59

Notes:

[1] Includes one Handymax with purchase commitment upon expiry of existing charter party later in 2008 and one Supramax with purchase option exercisable on or before April 2010.

[2] Includes twenty five newbuildings ordered by the Group as at 25 August 2008, which we expected to take deliveries of one Supramax in late 2008, six Supramaxes and one Panamax in 2009, two Post-Panamaxes and five Supramaxes in 2010, five Supramaxes and one Panamax in 2011, two Supramaxes and one Handysize in 2012 and one Supramax in 2013.

[3] Includes one Capesize [4] and one Supramax which are expected to join our chartered fleet later in 2008, and three Capesizes [4] in 2009.

[4] The scheduled deliveries of one Capesize in late 2008 and two Capesizes in 2009 may be delayed while another Capesize to be chartered-in in 2009 may or may not be delivered to the Group due to problems at the shipyards.

According to the Group's best estimation, the activity of the Group's fleet as at 25 August 2008 was as follows:

Owned and Chartered-in Fleet – revenue covered:

		Unit	**2008**	**2009**
Capesize Fleet	Coverage	*%*	86	49
	Operating days covered	*Days*	1,049	1,018
	Daily TCE	*US$*	94,054	73,475
Panamax Fleet	Coverage	*%*	85	33
	Operating days covered	*Days*	2,005	664
	Daily TCE	*US$*	49,882	32,214
Supramax/Handymax Fleet	Coverage	*%*	98	90
	Operating days covered	*Days*	7,155	7,859
	Daily TCE	*US$*	36,060	36,592

Chartered-in Fleet – TCE cost *:

		Unit	**2008**	**2009**
Capesize Fleet	Operating days	*Days*	847	1,764
	Daily TCE cost	*US$*	62,979	45,713
Panamax Fleet	Operating days	*Days*	2,039	1,458
	Daily TCE cost	*US$*	28,496	28,345
Supramax/Handymax Fleet	Operating days	*Days*	976	820
	Daily TCE cost	*US$*	42,164	44,829

* Assuming the Group will exercise the options to charter-in the vessels during the optional periods, if any, pursuant to terms of certain charter contracts.

Note: One Capesize to be chartered-in in 2009, which may or may not be delivered to the Group as mentioned in note 4 on page 10, has been excluded in the above operating statistics.

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 or political events, and other important factors described from time to time in the reports filed by the Company.

OUTLOOK

The global economy is going through a period of uncertainty due to a tight credit environment and persistent high oil price leading to a slowdown in economic growth. We expect the dry bulk freight market will remain volatile given the relatively inelastic nature of the industry and a tight balance in supply and demand. Currently, chartering activity has slowed due to seasonality reasons and a slowdown in industrial activities in China ahead of the Beijing Olympics 2008. So far in 2008, the Baltic Dry Index has hit a trough at 5,615 on 29 January 2008, and currently stands at around 7,100 by late August 2008.

Although the dry bulk import requirement from China and other Asian economies has been the biggest demand driver in the past few years and no reversion of this trade pattern is expected in the foreseeable future, the global economic picture has however been further deteriorating and it is now apparent that the impact of the US subprime mortgage crisis will not be limited to a short term global credit crunch. With declining asset prices, rising home mortgages default in US as well as Europe, rising unemployment figures, high inflation driven by high commodity prices and a weak US dollar, the global economy is set to enter uncharted waters with increasing risks lying ahead.

On the supply side, there has been a significant reduction in the number of newbuildings which were scheduled to be delivered in the first half of 2008 due to delays or cancellation, a phenomenon which we have repeatedly suggested could take place as a by-product of the credit crunch, a lack of critical components for construction of new vessels, increasing building costs, as well as insufficient skilled workforce in the shipbuilding industry. We continue to believe that there are a number of shipyards with questionable ability and resources to perform their shipbuilding contracts, leading to a further significant reduction or delays in newbuilding deliveries, and poor quality end product even when a few of the many inexperienced shipyards finally deliver the vessels. This deferral of newbuilding capacity, coupled with a considerable proportion of overage vessels currently in service globally (which will prove to be challenging for trading in the long term given the increasing operating cost as well as increasingly strict marine regulatory requirement) will provide a significant buffer, putting demand and supply of vessels in good balance over the long run.

On the demand side, while we believe the growth in global dry bulk seaborne trade to remain robust in the long term, however we are seeing unfavourable indicators at the macro level: high commodity prices has begun to lead to demand destruction; the slowdown in consumption from western economies will lead to decline in volume of import of finished goods from Asia; China and other Asian economies are not immune and are facing inflation pressures and a challenging lending environment, leading to slowdown in investments and various economic activities. In short, we remain cautious with regards to demand outlook in the medium term given the uncertain macro economic conditions.

Going forward, the Group will monitor the dry bulk freight market and global economic indicators carefully, and continue to focus on maintaining steady business growth.

RESPONSIBILITY STATEMENT

We confirm, to the best of our knowledge, that the condensed set of unaudited financial statements for the first half year of 2008, which has been prepared in accordance with HKAS 34 “Interim Financial Reporting” gives a true and fair view of the Company’s consolidated assets, liabilities, financial position and results of operations. We also confirm, to the best of our knowledge, that the interim management report for the first half of 2008 includes a fair review of the information required under the Norwegian Securities Trading Act section 5-6 fourth paragraph.

As at date of this report, the Executive Directors of the Company are Ng Siu Fai, Ng Kam Wah Thomas, Ng Ki Hung Frankie and Ho Suk Lin Cathy; and the Non-executive Directors of the Company are Tsui Che Yin Frank, William Yau and Ng Ham Tim.

PUBLICATION OF FINANCIAL INFORMATION

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

By Order of the Board

Ng Siu Fai
Chairman

26 August 2008

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