

Tim Power

Managing Director, Drewry

power@drewry.co.uk

Maritime Research

Maritime Advisors

www.drewry.co.uk

Supply Chain Advisors Maritime Financial Research

Agenda

- Historical overseas development of Chinese Global Terminal Operators
- Chinese GTO growth path
- OBOR and beyond
- View from overseas
- What's next

Historical development



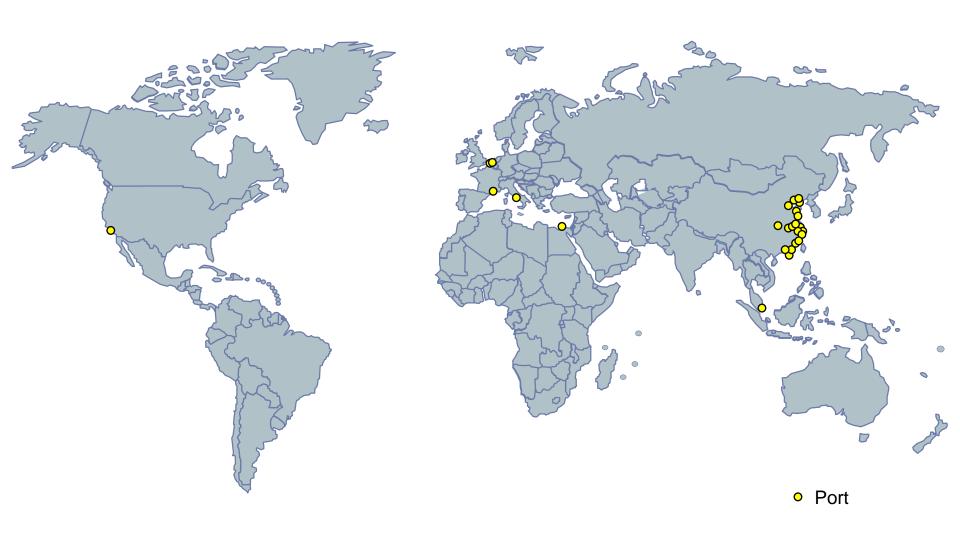
Chinese Port Terminal Operations: 2002

Very limited overseas presence. Shipping line driven



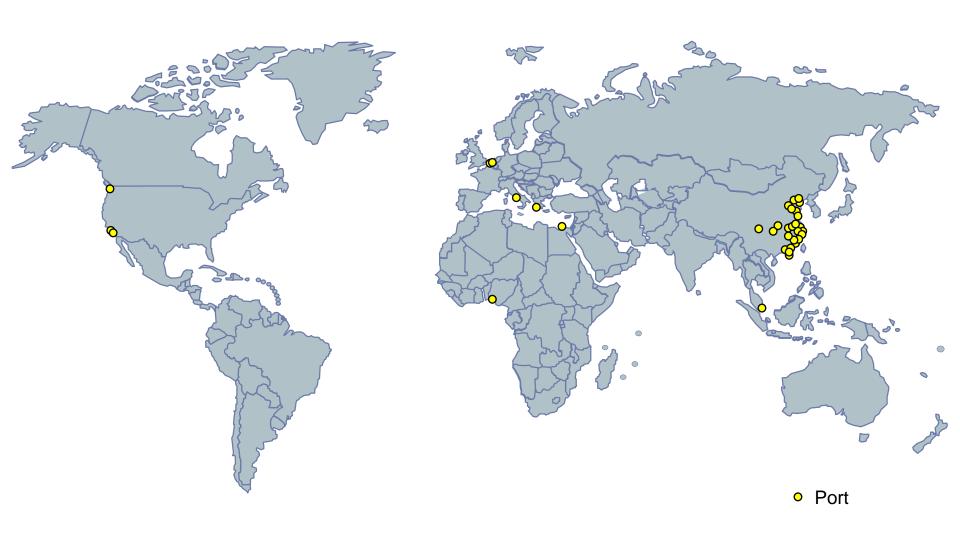
Chinese Port Terminal Operations: 2007

Tentative steps overseas. Shipping line interests remain key driver.



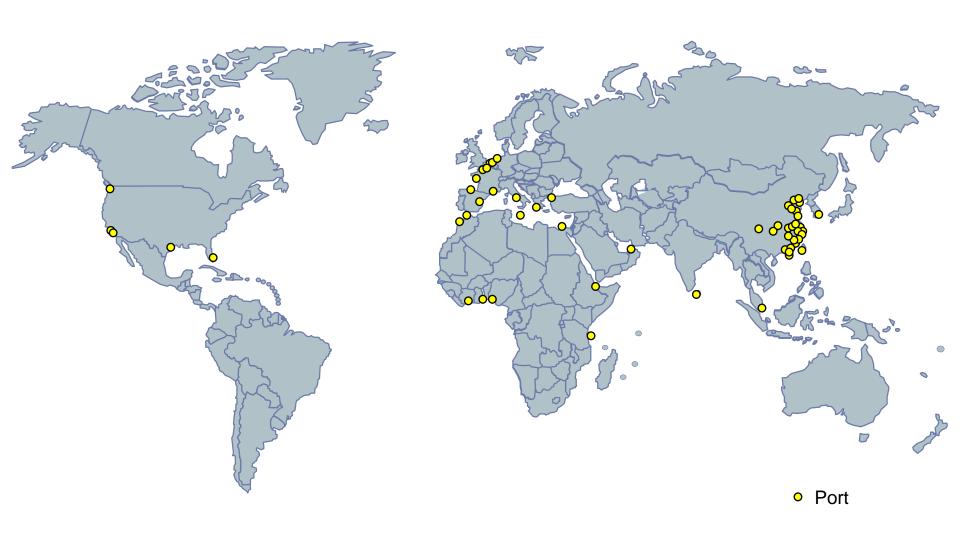
Chinese Port Terminal Operations: 2012

Increased geographical scope. Continued expansion in China.

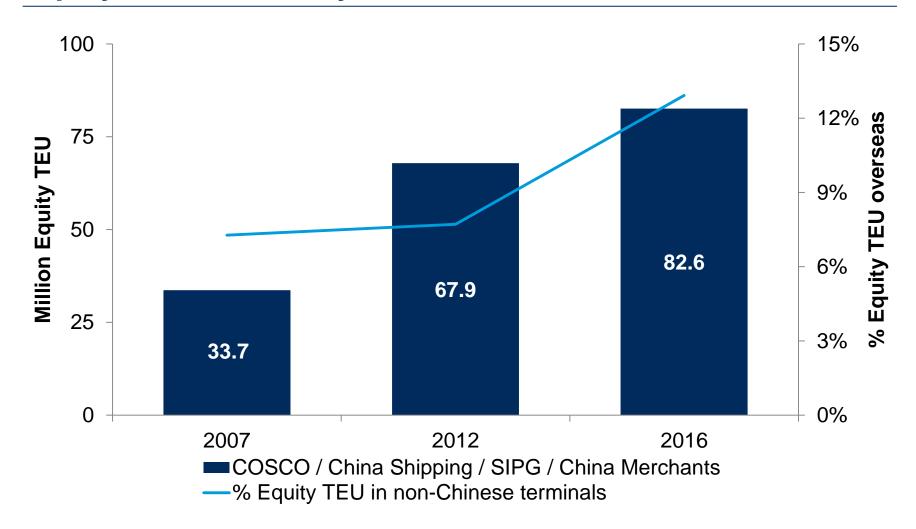


Chinese Port Terminal Operations: Today

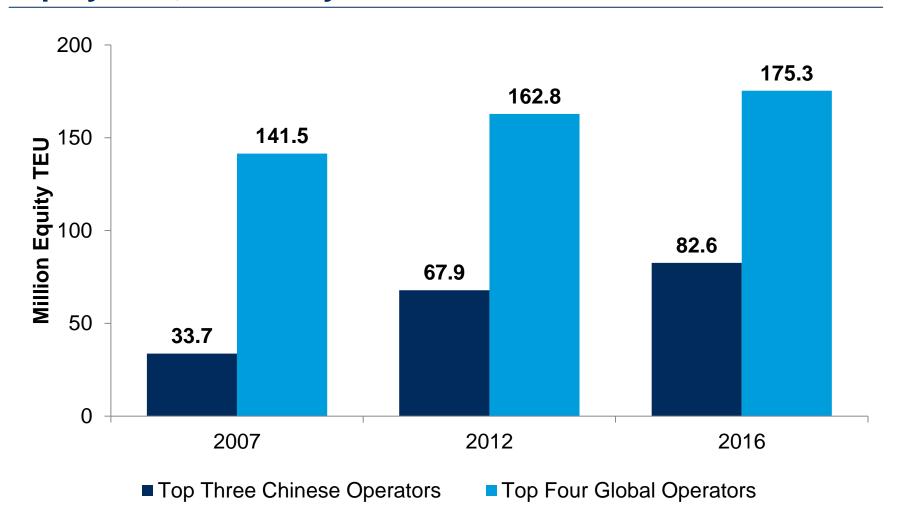
Broad geographical scope. Wider range of players. Growth through acquisition



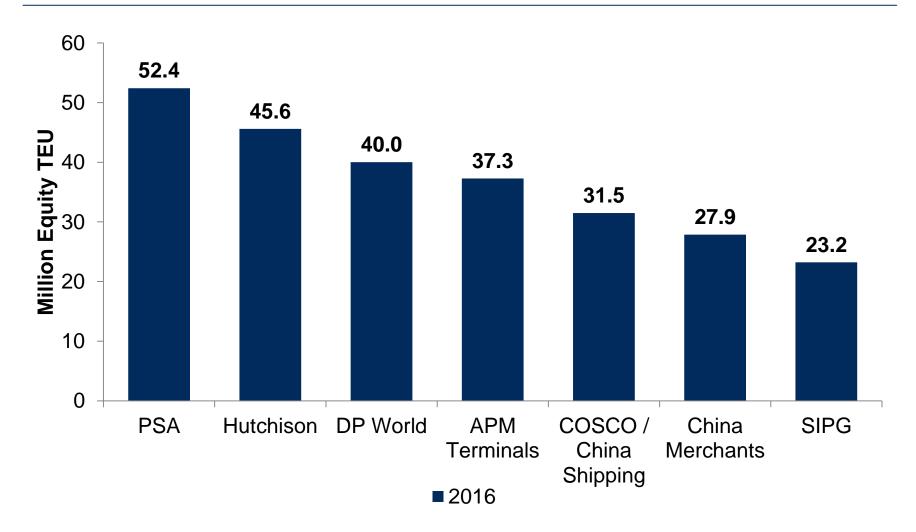
Evolution of Chinese Terminal Operators Throughput Equity TEU, selected years



Comparison with 'Big Four' Terminal Operators Equity TEU, selected years



Comparison with 'Big Four' Terminal Operators Equity TEU, 2016



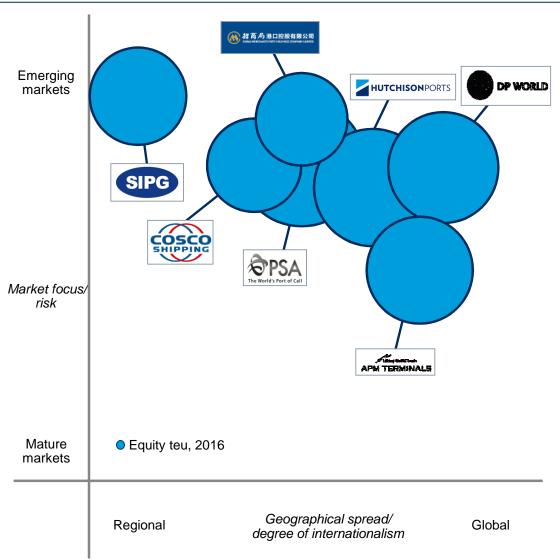
Growth path



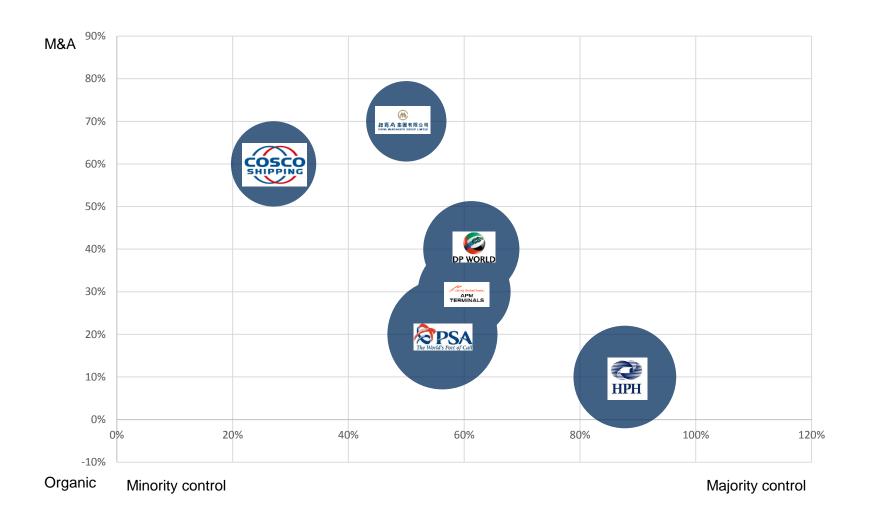
Chinese port companies: categories

- Liner origin (CPL, CSTD): similar to APMT, TIL
- Port companies with strong home base (e.g. SIPG): similar to HPH, DP World, PSA
- Developer companies: CMPorts
- Other players: construction companies, manufacturers

Growth path: geographical scope broadening; emerging markets focus



Growth path: high M&A



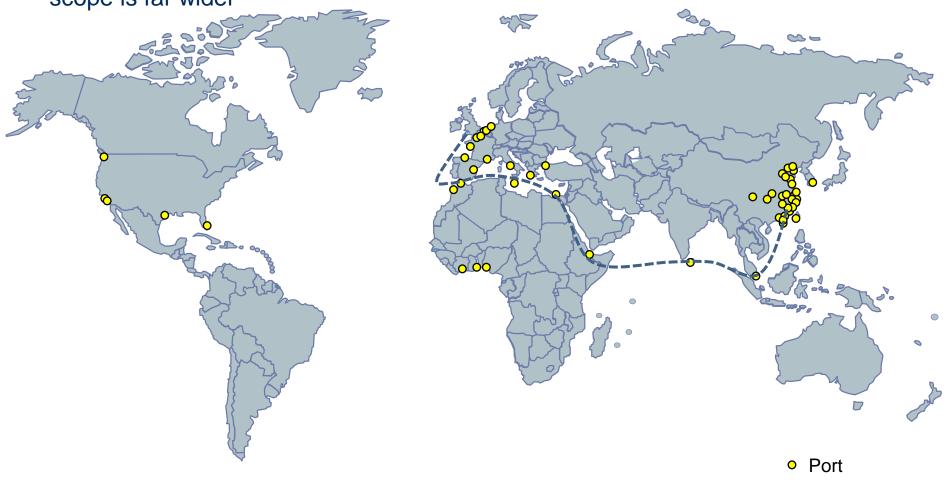
OBOR and beyond



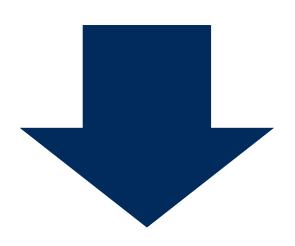
OBOR and beyond

Significant investment in port assets along the maritime highway; but geographical

scope is far wider



View from overseas



Chinese GTOs are good business partners

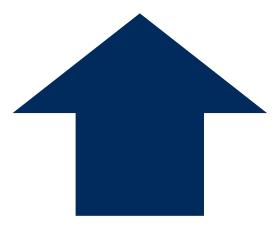
Chinese GTOs bring investment Land will not be sold

Port authority (state) remains the landlord

Ports are strategic national assets

Should favour domestic player supply chains

Limit overseas investor stakes
Require reciprocity

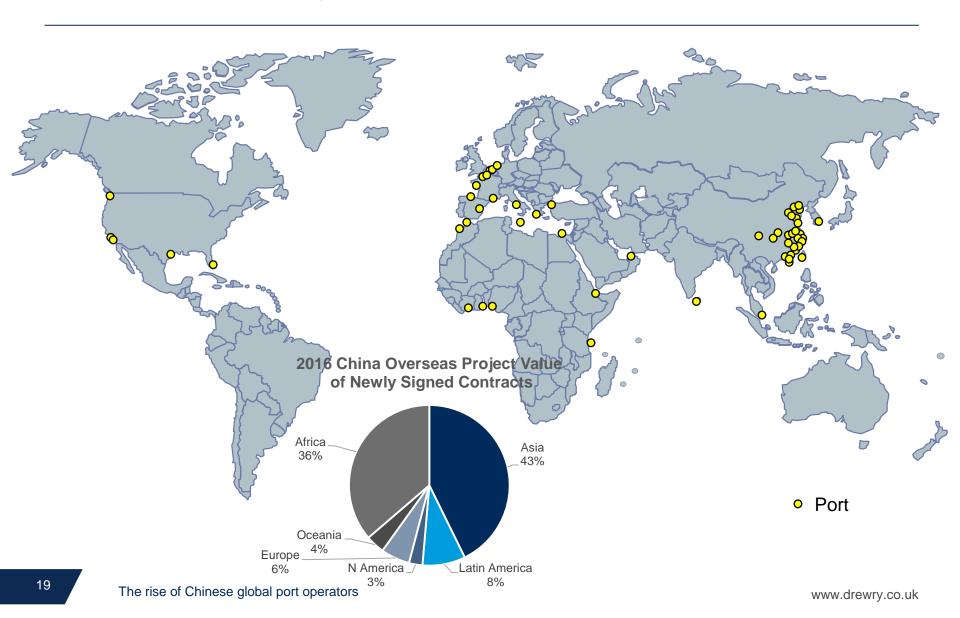


What's next?



Fill in the gaps

Latin America market entry; Africa expansion; Asia expansion



Acquisitions?















enquiries@drewry.co.uk www.drewry.co.uk

	w	

15-17 Christopher Street London EC2A 2BS United Kingdom

T +44 20 7538 0191

INDIA

4th Floor, Tower C Pioneer Urban Square Sector 62, Gurugram Haryana - 122101 India

T +91 124 497 4979

SINGAPORE

#13-02 Tower Fifteen 15 Hoe Chiang Road Singapore 089316

T+65 6220 9890

CHINA

Unit D01, Level 10, Shinmay Union Square Tower 2, 506 Shangcheng Road Pudong, Shanghai 200120

T +86 21 5081 0508

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Maritime Advisors

Supply Chain Advisors

Maritime Financial Research