



IAPH 2019 WORLD PORTS CONFERENCE

名古屋港管理組合 吉永宙司

KEYNOTE SPEECHES ①

- Current Situation and Future Trend of China Ports
- China's Solutions on Promoting Regional Economic Development through Port Business
- Some Perspectives on Container Port Development
- The Critical Role of Key Nodes in the Industrial Chain

KEYNOTE SPEECHES ②

- New Drivers of the Belt and Road Initiative for the Global Economy
- Future Trends in Global Trade and New Patterns of the World Economy
- Digital Transformation of Future Port

FUTURE TRENDS IN GLOBAL TRADE AND NEW PATTERNS OF THE WORLD ECONOMY

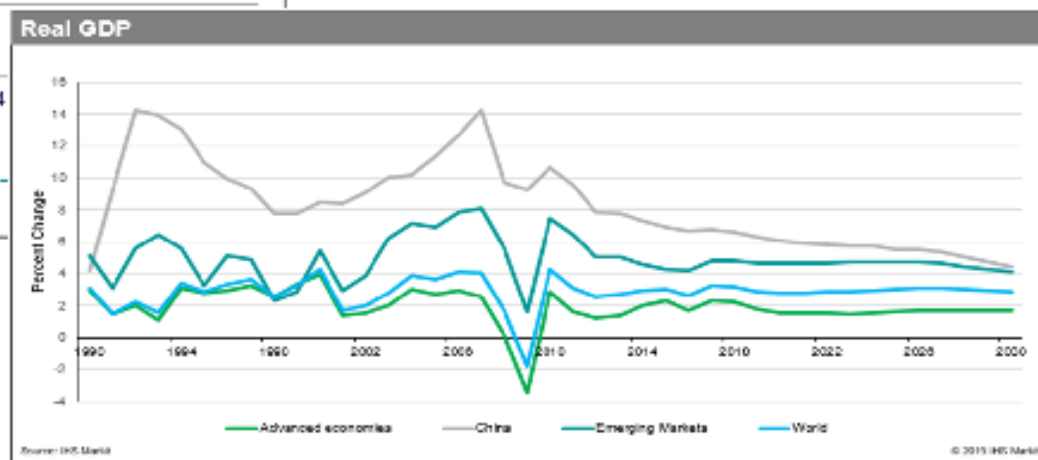
Stuart Strachan

Senior Vice President, Maritime & Trade, IHS Markit

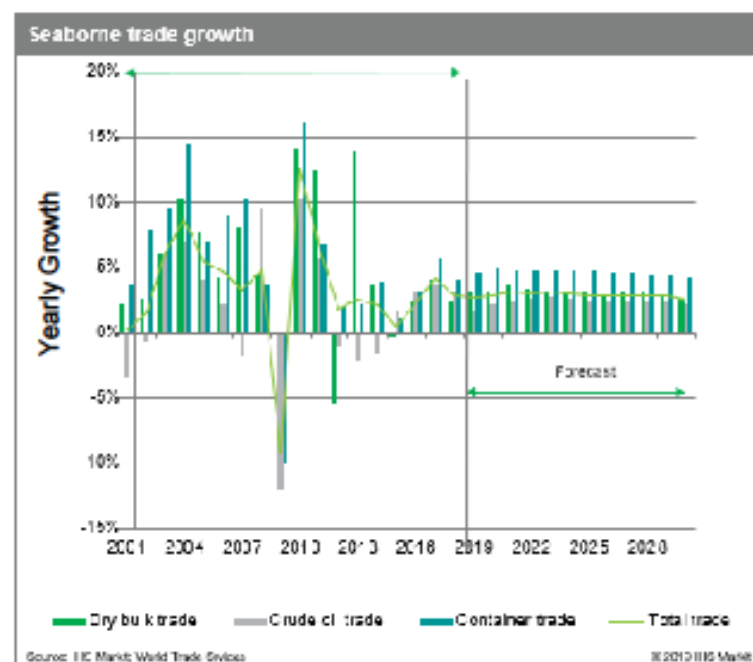
Global economic volatility is expected to continue, placing downward pressure on GDP growth over the coming years



- US growth slowing from 2020, not expected to pick up for a number of years
- Europe impacted by political uncertainty of political developments and changes in trade policy
- Vulnerability of emerging markets



Over next 10 years, traditional shipping fleets are expected to expand slower than during 2000-2019

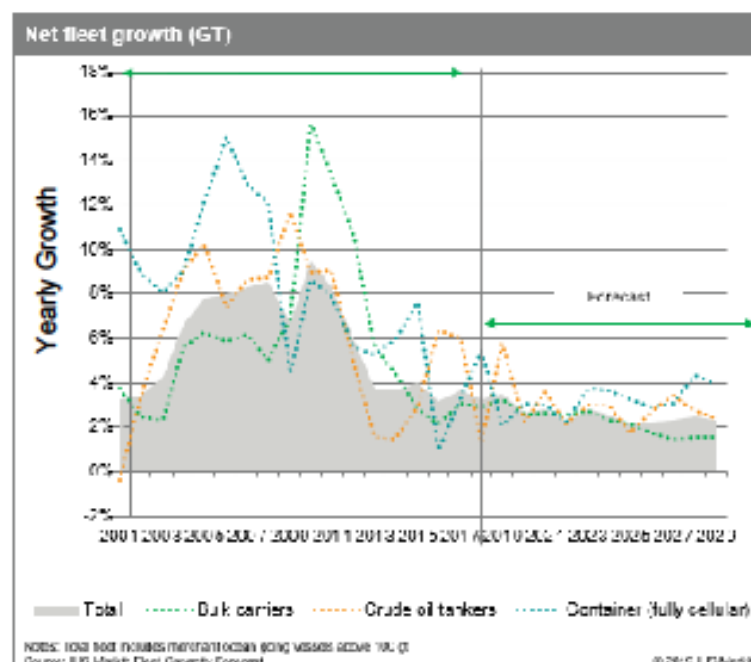


Seaborne trade growth (average)	2000–2018	2019–2030
Dry bulk trade	5.5%	3.5%
Liquid bulk	4.5%	4.0%
Container ships	5.5%	4.5%

Source: IHS Markit

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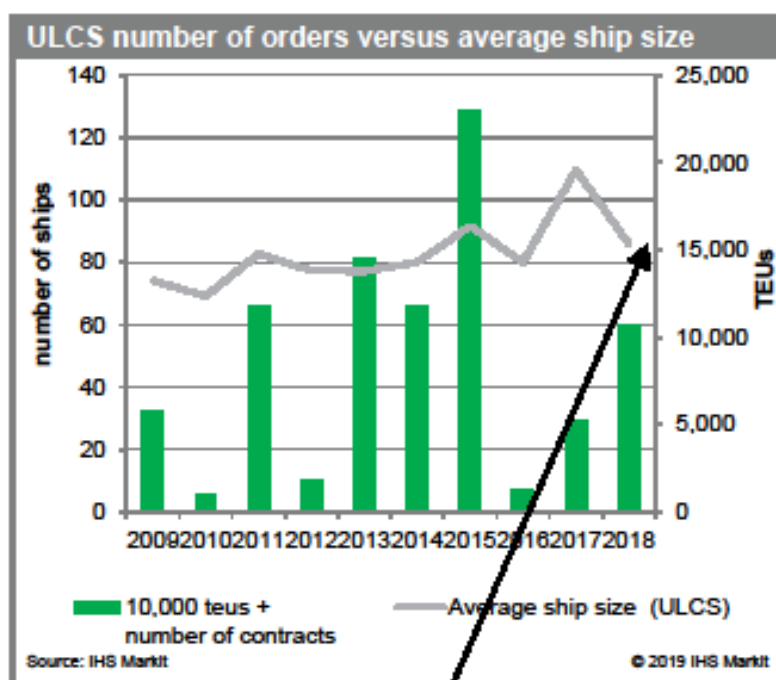


Fleet capacity growth (average)	2000–2018	2019–2030
Bulk carriers fleet	5.8%	2.3%
Crude oil tankers fleet	6.0%	3.0%
Container ships fleet	8.0%	3.2%

Source: IHS Markit

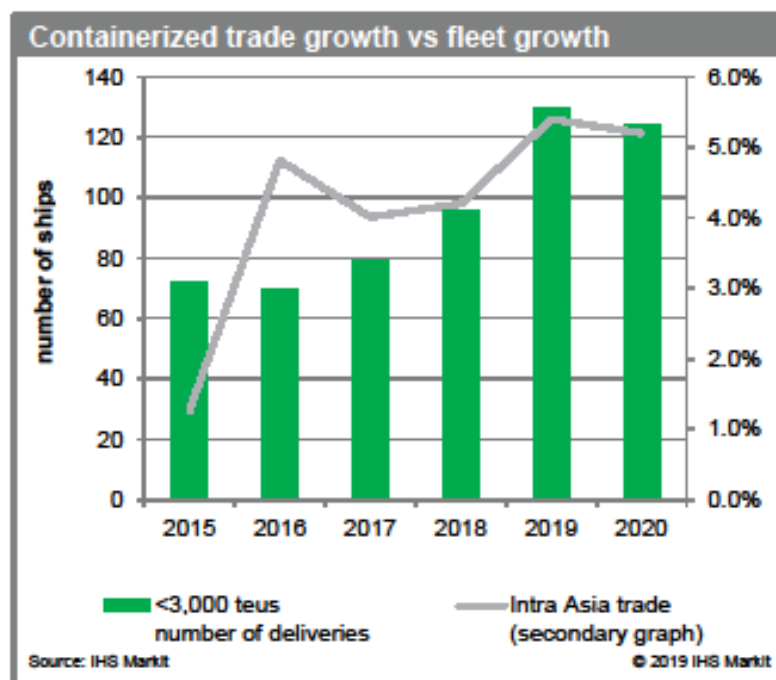
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Container ship size growth may pause, while smaller fleets are expanding to meet demand for intra-regional trade and more flexible supply chain solutions



ULCS (10,000 teus+) vessels have become larger over recent years, but are we reaching limits despite recent orders?

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Intra Asian trade is expected to increase and the number of smaller vessel sizes are also expected to rise in the next couple of years

Container ship size growth is moderating, and ports continue to be challenged by bigger cargo surges

	2017	2018	Change TEU	Change %
	Vessel Capacity, Average	Vessel Capacity, Average	+/- TEU Capacity, Average	%
Africa	3,921	3,981	60	1.5%
East Asia	6,374	6,534	160	2.5%
Latin America	4,777	5,090	313	6.6%
Middle East and India	6,611	6,748	137	2.1%
Mediterranean	4,346	4,500	154	3.5%
North America	6,064	6,387	323	5.3%
North Europe	5,881	5,940	60	1.0%
Oceania	3,901	4,162	261	6.7%
Southeast Asia	4,476	4,494	18	0.4%
World	5,395	5,553	158	2.9%

Source: IHS Markit Port Productivity

In summary

- Global trade expected to continue to grow, but at a slower rate than in previous decades
- Trade uncertainty and new trade agreements are expected to lead to a shift in some established trading patterns
- The global fleet continues to grow in line with trade growth and will reflect evolving regional demands
- Ports worldwide will be required to service a wider mix of vessels

THE CRITICAL ROLE OF KEY NODES IN THE INDUSTRIAL CHAIN

Yu Zenggang, Executive Vice President
and Party Committee Member of Cosco Shipping



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The Critical Role of Key Nodes in the Industrial Chain

At the Market Level

- Carriers and ports partnership can facilitate global trade and influence the industrial landscape

At the Operational Level

- Carriers and ports partnership can jointly create new service modes

At the Technical Level

- Carriers and ports can take the initiative in technological innovation

At the Capital Level

- Equity cooperation between carriers and ports is a new development trend in the future



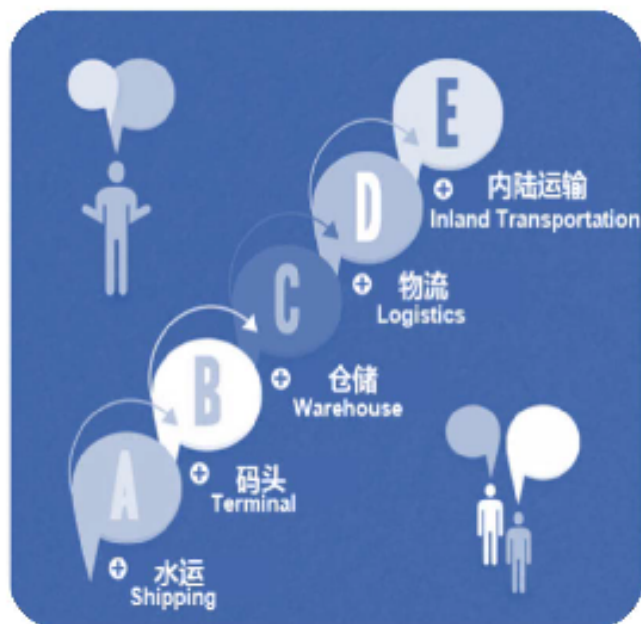


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1. At the market level, carriers and ports partnership can facilitate global trade and influence the industrial landscape

First, it can promote global trade facilitation to influence the market trends.

The integration of various nodes in the supply chain, including shipping, terminal, warehouse, logistics and inland transportation



China-Europe Land Sea Express Line
as the third trade corridor from the Far East to Europe



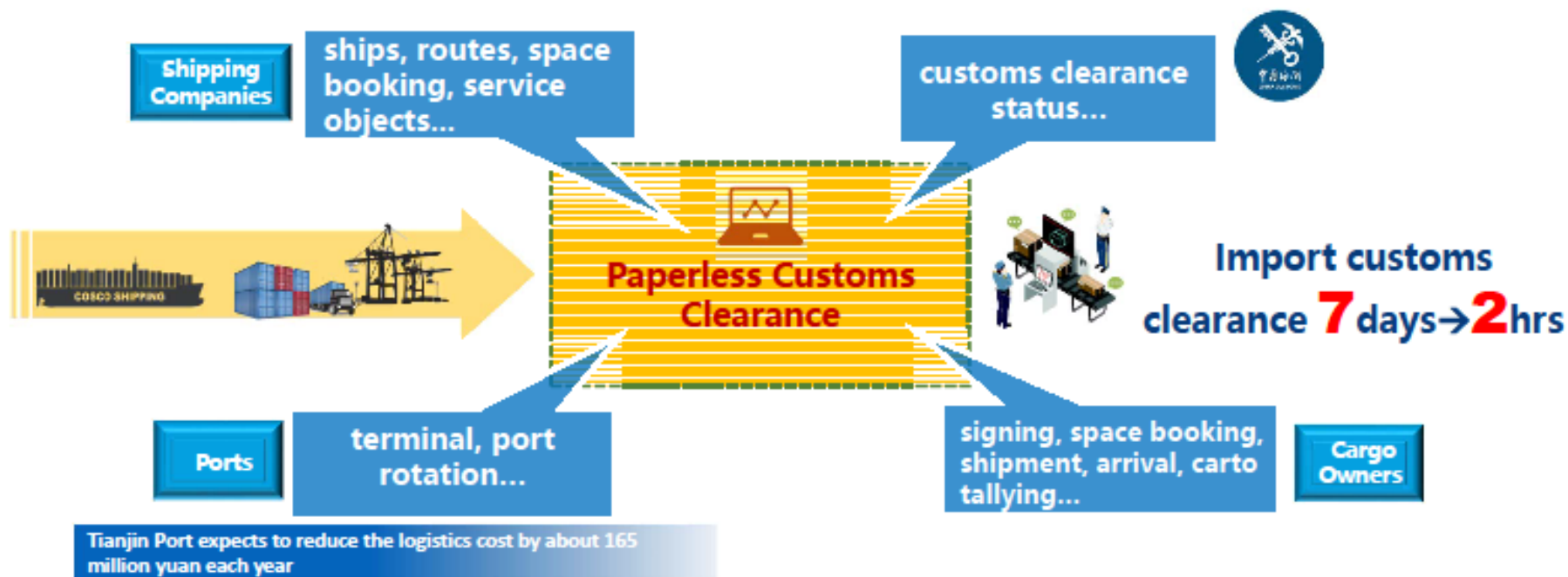


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2. At the operational level, carriers and ports partnership can jointly create new service modes

Second, carriers and ports can work together to reduce the logistics cost

- Effectively lower the transportation cost for the logistics service supply chain and terminal client
- Provide an important guarantee for information security, cargo and personal safety, and environmental protection





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3. At the technical level, carriers and ports can take the initiative in technological innovation

First, it is an inevitable requirement of the global trend of digitization

- The business barrier between ports and carriers is falling apart thanks to digitization, intelligentization and platformization, which has introduced a new perspective of technological innovation in carrier and port integration. The blockchain alliance GSBN is inseparable from the joint participation of carriers and ports
- A new tide of digitization in logistics is providing more ways and wider space for carriers and ports partnership



DP WORLD



The World's Port of Call



HUTCHISON PORTS

SIPG

上港集团



青島港
PORT OF QINGDAO



長榮海運
EVERGREEN



We take it personally

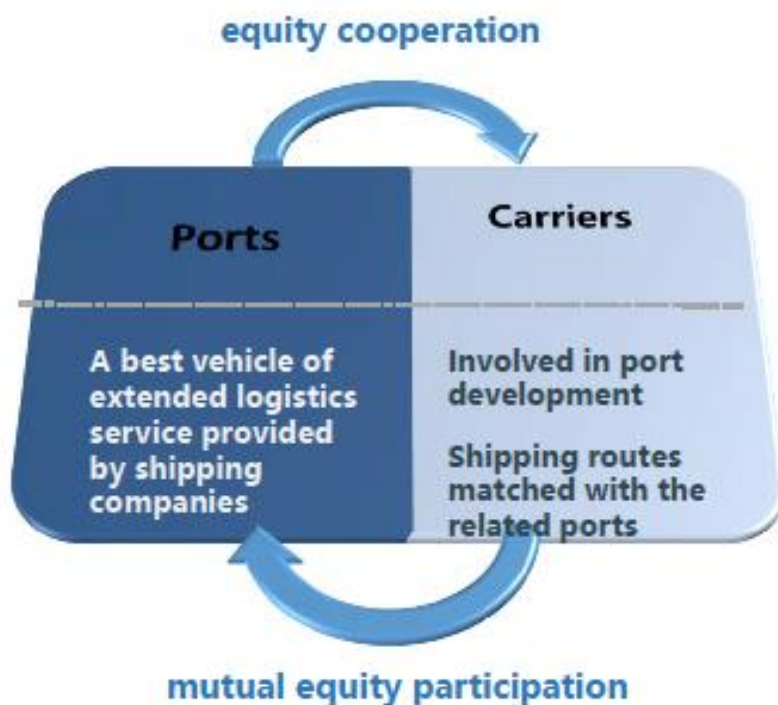




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4. At the capital level, equity cooperation between carriers and ports is a new development trend in the future

First, deepen equity cooperation to achieve win-win results



COSCO SHIPPING



Holds more than 50% stake in six of the 15 overseas terminals acquired



Provides strong support for the extension of industrial chain and improvement of logistics service



DIGITAL TRANSFORMATION OF FUTURE PORT

David Li

Chief Expert, Port Industry, Huawei Technologies Co. Ltd

未来港口愿景：成为便捷、安全、智能、开放、共享的智慧港口生态圈





ご清聴ありがとうございました

