





This presentation and subsequent discussions may contain forward-looking statements that involve risks and uncertainties. These statements are generally indicated by the use of forward-looking terminology such as believe, expect, anticipate, estimate, plan, project, target, may, will or may be expressed to be results of actions that may or are expected to occur in the future. You should not place undue reliance on these forward-looking statements, which reflect our belief only as of the date of this presentation. These forward-looking statements are based on our own information and on information from other sources we believe to be reliable. Our actual results may be materially less favorable than those expressed or implied by these forward-looking statements which could depress the market price of our shares.



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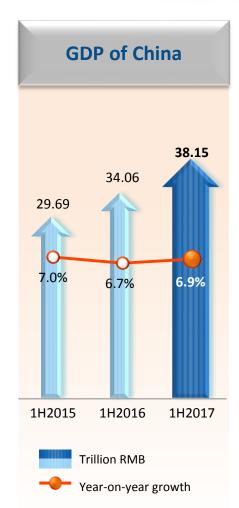


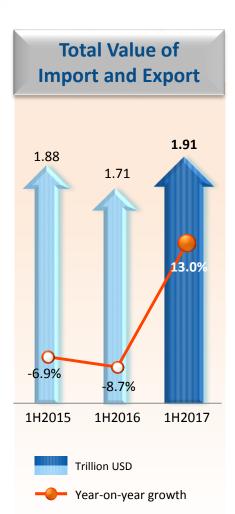


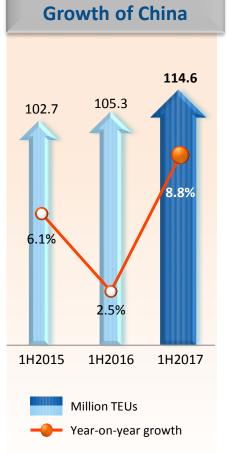


## Macro Economy and Industries









**Container Throughput** 











- Stuck to the "13th Five-Year" Plan
- Focused on "exploration, integration, transition, innovation, transformation and management"
- Followed the requirements of "clear thoughts, concrete measures, realistic focus, and impressive results"



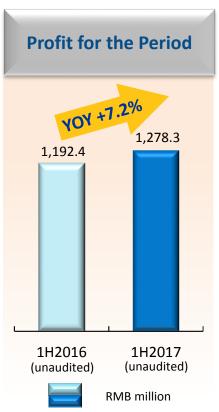
Achieved active progresses in terms of business scale, operating effectiveness and continuous improvement on organizational efficiency



### **Financial Highlights**













## **Operational Highlights**



### Volume

		1H2017 (unaudited)	1H2016 (unaudited)	Change
	Sea Freight Forwarding Containers (in ten thousand TEUs)	535.0	502.4	6.5%
Freight	Air Freight Forwarding* Cargo (in million kilograms)	255.2	227.2	12.3%
Forwarding	Shipping Agency Containers (in ten thousand TEUs) Bulk Cargo (in million tonnes)	856.8 136.6	811.5 120.1	5.6% 13.7%
Logistics	(in million tonnes)	9.9	8.5	16.5%
Storage and Terminal	Warehouse and Yard Operation Containers (in ten thousand TEUs) Bulk Cargo (in million tonnes)	424.1 7.1	355.5 5.9	19.3% 20.3%
Services	Terminal Throughput  Containers (in ten thousand TEUs)	194.0	180.0	7.8%
	Trucking Containers (in ten thousand TEUs)	44.9	40.7	10.3%
Other Services	Shipping Containers (in ten thousand TEUs)	118.4	119.9	-1.3%
	Express Services Documents and Packages (in ten thousand units)	1,978.0	308.9	540.3%







## **Freight Forwarding**



(RMB million)	1H2017 (unaudited)	1H2016 (unaudited)	Change
External Revenue	20,529.9	15,906.5	29.1%
Segment Results	499.7	381.4	31.0%

Volume	1H2017 (unaudited)	1H2016 (unaudited)	Change
Sea Freight Forwarding Containers (in ten thousand TEUs)	535.0	502.4	6.5%
Air Freight Forwarding Cargo (in million kilograms)	255.2	227.2	12.3%
Shipping Agency Containers (in ten thousand TEUs) Bulk Cargo (in million tonnes)	856.8 136.6	811.5 120.1	5.6% 13.7%





(RMB million)	1H2017 (unaudited)	1H2016 (unaudited)	Change
External Revenue	4,458.3	3,825.7	16.5%
Segment Results	239.3	198.8	20.3%
Volume	1H2017 (unaudited)	1H2016 (unaudited)	Change
Logistics (in million tonnes)	9.9	8.5	16.5%





(RMB million)	1H2017 (unaudited)	1H2016 (unaudited)	Change
External Revenue	1,121.0	929.5	20.6%
Segment Results	190.5	145.2	31.2%

	Volume	1H2017 (unaudited)	1H2016 (unaudited)	Change
1	Warehouse and Yard Operation			
	<b>Containers</b> (in ten thousand TEUs)	424.1	355.5	19.3%
	Bulk Cargo (in million tonnes)	7.1	5.9	20.3%
	Terminal Throughput Containers (in ten thousand TEUs)	194.0	180.0	7.8%



### **Other Services**



(RMB million)	1H2017 (unaudited)	1H2016 (unaudited)	Change
External Revenue	1,505.8	1,016.0	48.2%
Segment Results	32.9	31.6	4.0%
Volume	1H2017 (unaudited)	1H2016 (unaudited)	Change
Trucking Containers (in ten thousand TEUs)	44.9	40.7	10.3%
Shipping Containers (in ten thousand TEUs)	118.4	119.9	-1.3%
Express Services Documents and Packages (in ten thousand units)	1,978.0	308.9	540.3%
* Express Services			
Joint Ventures	1,173	1,132	3.6%
<ul><li>Volume (in ten thousand units)</li><li>Investment Income (RMB million)</li></ul>	431.9	431.6	0.1%

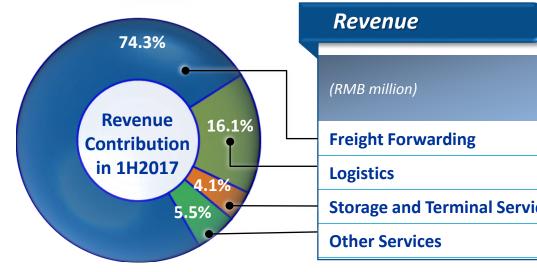




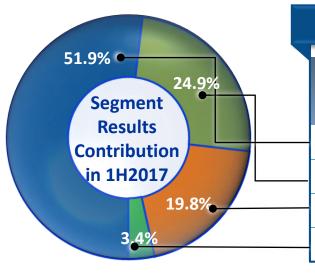


# Revenue and Segment Results





nevenue		_	
(RMB million)		1H2016 (unaudited)	Change
Freight Forwarding	20,529.9	15,906.5	29.1%
Logistics	4,458.3	3,825.7	16.5%
Storage and Terminal Services	1,121.0	929.5	20.6%
Other Services	1,505.8	1,016.0	48.2%



Segment Results			
(RMB million)	1H2017 (unaudited)		Change
Freight Forwarding	499.7	381.4	31.0%
Logistics	239.3	198.8	20.3%
Storage and Terminal Services	190.5	145.2	31.2%
Other Services	32.9	31.6	4.0%



### **Cost Structure**



(RMB million)	1H2017 (unaudited)	1H2016 (unaudited)	Change
Transportation and Related Charges	(24,289.3)	(18,675.5)	30.1%
Staff Costs	(1,741.2)	(1,668.2)	4.4%
Depreciation and Amortization	(321.0)	(320.0)	0.3%
Office and Related Expenses	(223.8)	(216.8)	3.2%
Other Gains and Losses, Net	237.9	186.0	28.0%
Other Operating Expenses	(201.4)	(200.8)	0.3%
Income Tax Expense	(285.8)	(148.5)	92.4%



# **Statement of Financial Position**



(RMB million)	As at 30 Jun 2017 (Unaudited)	As at 31 Dec 2016 (Audited)	Change
Cash and Cash Equivalents	6,347.0	7,118.6	-10.8%
<b>Current Assets</b>	22,095.3	20,604.9	7.2%
Total Assets	39,551.5	37,366.9	5.8%
<b>Current Liabilities</b>	12,982.3	12,697.7	2.2%
Total Liabilities	19,214.3	17,737.1	8.3%
Non-controlling Interests	3,630.5	3,557.6	2.0%
Equity Attributable to Owners of the Company	16,706.7	16,072.3	3.9%
Total Assets Less Current Liabilities	26,569.3	24,669.2	7.7%



### **Statement of Cash Flows**



(RMB million)	As at 30 Jun 2017 (Unaudited)	As at 30 Jun2016 (Unaudited)	Change
Net Cash (Used in) /Generated from Operating Activities	(147.8)	276.3	-153.5%
Net Cash (Used in) Investing Activities	(1,188.0)	(1,356.6)	-12.4%
- Capital Expenditure	(531.3)	(488.5)	8.8%
Net Cash Generated from (Used in) Financing Activities	572.9	1,255.1	-54.4%
Exchange Gains/(Losses) on Cash and Cash Equivalents	(8.7)	14.2	-161.8%
Net Increase/(Decrease) in Cash and Cash Equivalents	(771.6)	188.9	-508.3%
Cash and Cash Equivalents as at 30 June	6,347.0	6,322.3	0.4%









#### Challenges

- The world economy shows a state of weak recovery
- Trade protectionism aggravates and geopolitical contradictions intensify
- The Fed's pace of rate rises faster than expected and the plan of reducing the size of balance sheet will bring a lot of risks and uncertainties
- Cross-border competition is more intense in the logistics industry
- Personalized demands of customers put forward higher requirements for logistics enterprises

#### **Opportunities**

- China's economy continues to deepen the structural reform of the supply side, and further promote the five tasks of "reducing excess capacity, reducing inventory, deleveraging, reducing costs and improving weak links"
- Import and export are expected to continue to stabilize and maintain positive growth with foreign trade structure continuing to optimize
- Intelligent logistics development speeds up, the trend of inter-industrial restructure and integration is normalizing



# **Development Strategies**





- Insist on the strategy stability, and make dynamic adjustments to the special sub-planning
- Strictly control the business risk, and speed up the transformation of business model
- Conceptualize the Group as an integrator of logistics service to form core competitiveness of differentiated values
- Take digital drive as the original source of intelligent logistics and the core of intelligent logistics development
- Give full play to synergies, and continuously enhance the integration capability
- Strengthen the flat operation system and interaction of internal and external resources, and enhance corporate culture driving force
- Make efforts in the construction of system and quality of implementation, and strengthen risk control and safety management



# Strategic Reorganization and Resources Integration





#### **☆**Announcement

On 22 August 2017, the Company announced an acquisition agreement between it and China Merchants by which the Company has agreed, subject to the fulfilment of certain conditions precedent, to purchase from China Merchants a company that holds certain logistic operations and assets.

For more information, please refer to the announcement published by the Company on the websites of the Stock Exchange and the Company dated 22 August 2017.



- **✓** Extraordinary General meeting
- **✓ H Shares Class Meeting**



# Reasons and Benefit of the Acquisition



- To enable Sinotrans to further solidify its position as the largest logistics company in China by consolidating its already extensive logistics network and resources with that of the Target Group, to form a gigantic logistics network that are the most capable of providing integrated full-cycled logistics services to the Group's clients both onshore and offshore
  - To provide Sinotrans with the opportunity to tap into new markets, or expand its existing client base and to achieve potential synergies through effective integration of logistics resources and enhanced business collaboration
  - To allow Sinotrans to take advantage of the established overseas network of the Target Group including the logistics park in Belarus to extend the Enlarged Group's reach overseas, riding on the national development strategy of "One Belt One Road" and the "Going-Global" policies



