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中國貨櫃運輸股份有限公司
CHINA CONTAINER TERMINAL CORPORATION

2022 First Quarter Investor conference

熱忱 專業 誠信 踏實

Date：2022.5.19

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- Company Profile
- Financial Results
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Business Base

- Wutu Container Terminal
- Keelung Branch Office
- Taichung Branch Office
- Kaohsiung Branch Office

Basic Information

Established	58.11.27
Chairperson	HRONG HAIN,LIN
President	CHING CHANG,WU
Paid-in Capital	1.48 Billion NTD
Employee Statistics	1,123

Business Introduction

Ship Stevedoring

Cargo Loading/Cargo Discharging.
Storage and collection of containers.
Centralized inspection of containers.
Container maintenance/cleaning.
Loading and unloading of special containers.
Reefer container storage, inspection and power supply.
Business of ship stevedore.

Container Yard Operation

Container (object) of loading (dismantling) container.
Stacking, storage and collection of containers.
Centralized inspection of containers.
Container maintenance/cleaning.
Reefer container storage, inspection and power supply.
General warehouse and bonded warehouse operations.
Lease for Warehouse.

Others

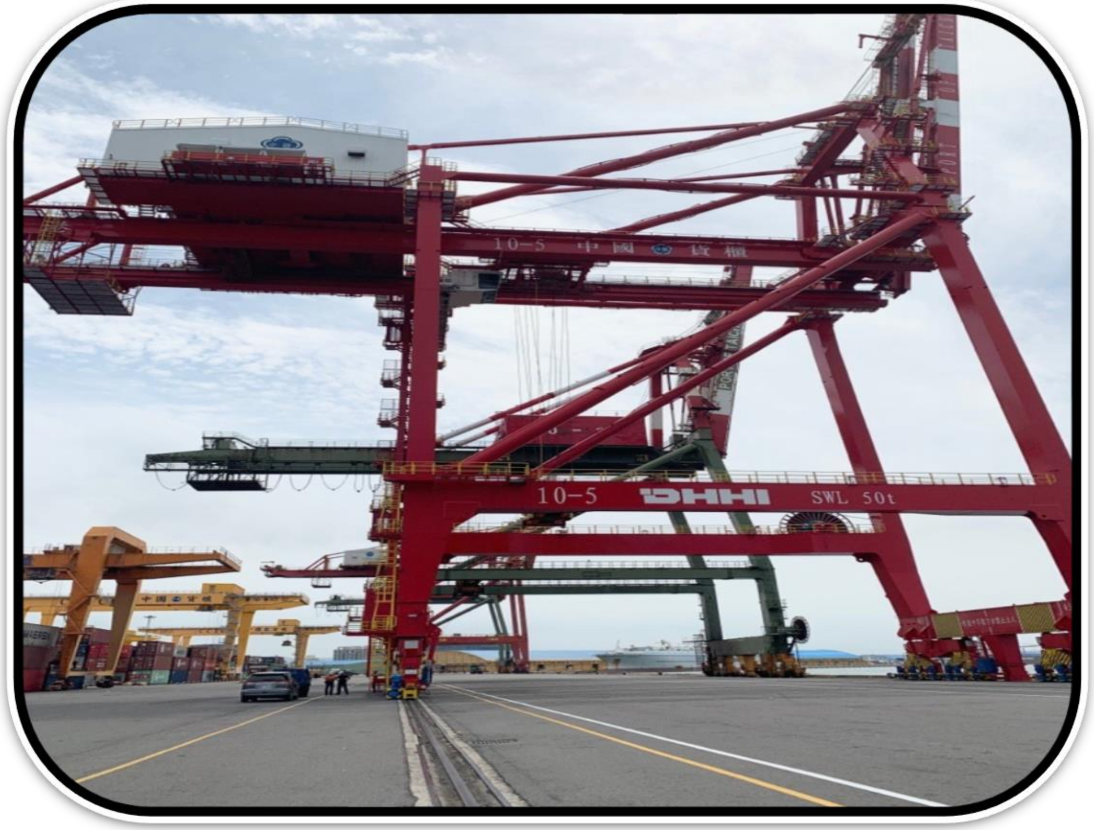
Contracting for human resources and management of container terminals.
Shift in investment.

Machine Equipment: Bridge Crane x 15

Keelung Branch Office： 8
Taichung Branch Office : 7

Keelung Branch Office
(Code: Bridge Crane 196)

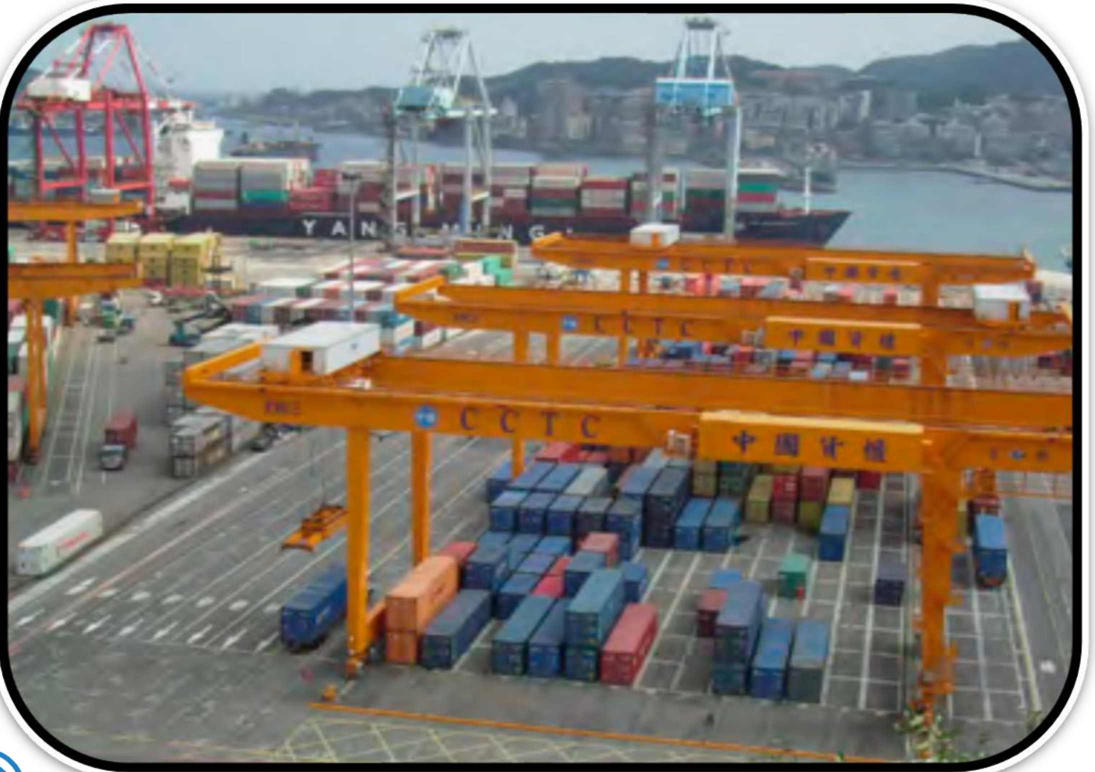
Taichung Branch Office
(Code: Bridge Crane 105)



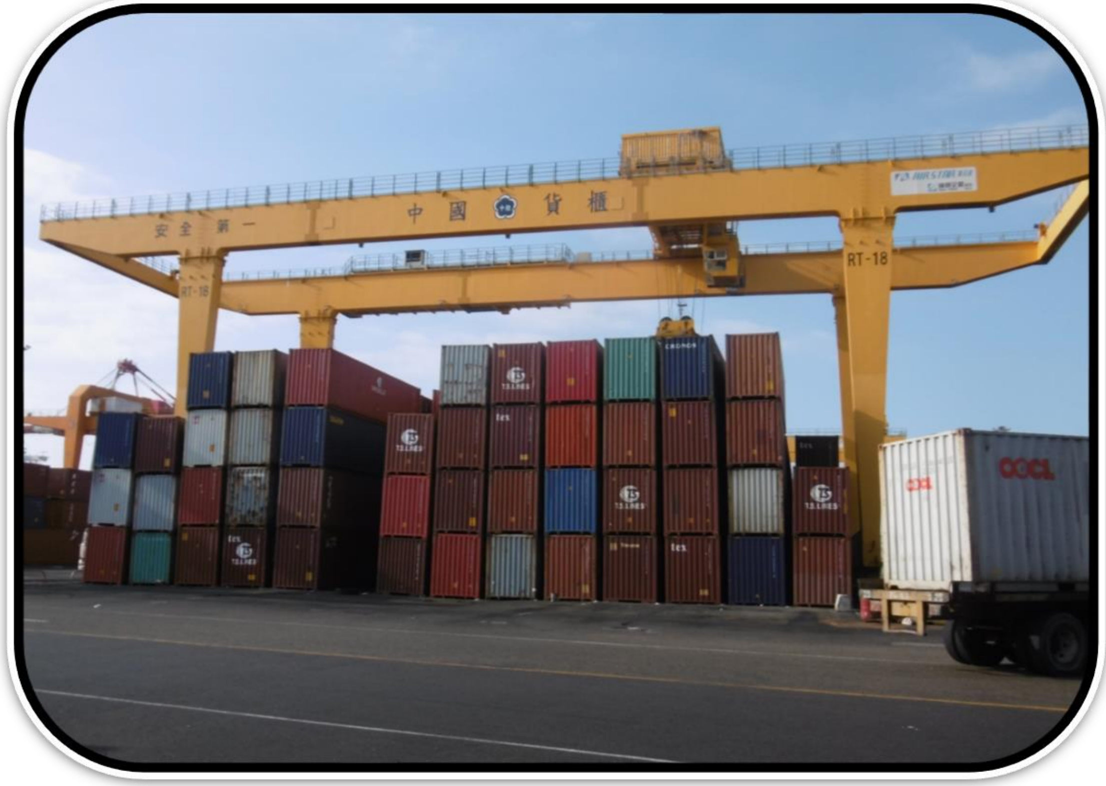
Machine Equipment :Rail Mounted Gantry Cranes x 23

Wutu Container Terminal: 2
Keelung Branch Office: 5
Taichung Branch Office:16

Keelung Branch Office
(Code: RMG 5、RMG 6、RMG 7)



Taichung Branch Office
(Code: RT18)



Machine Equipment : Loaded Container Machine x16

Wutu Container Terminal: 3
Keelung Branch Office: 6
Taichung Branch Office:7

Keelung Branch Office (Code:RSD18)

Taichung Branch Office (Code:RSD15)

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Consolidated statement of income compared to the same quarter last year

Unit:NT$Thousand

Items	Q1/2022	%	Q1/2021	%	Variance%
Net Revenue	779,647	100.00	718,467	100.00	8.52
Cost of Sales	(661,707)	(84.87)	(635,987)	(88.52)	4.04
Gross Profit	117,940	15.13	82,480	11.48	42.99
Operating Expenes	(50,112)	(6.43)	(44,074)	(6.13)	13.70
Operating Income	67,828	8.70	38,406	5.35	76.61
Non-Operation Items	(30,491)	(3.91)	(31,304)	(4.36)	(2.60)
Income before Inocme Tax	37,337	4.79	7,102	1.00	425.73
Inocme Tax Expense	(8,101)	(1.04)	(3,134)	(0.44)	158.49
Net Income	29,236	3.74	3,968	0.56	636.79
EPS (NT$) after Tax	0.21		0.03		600.00

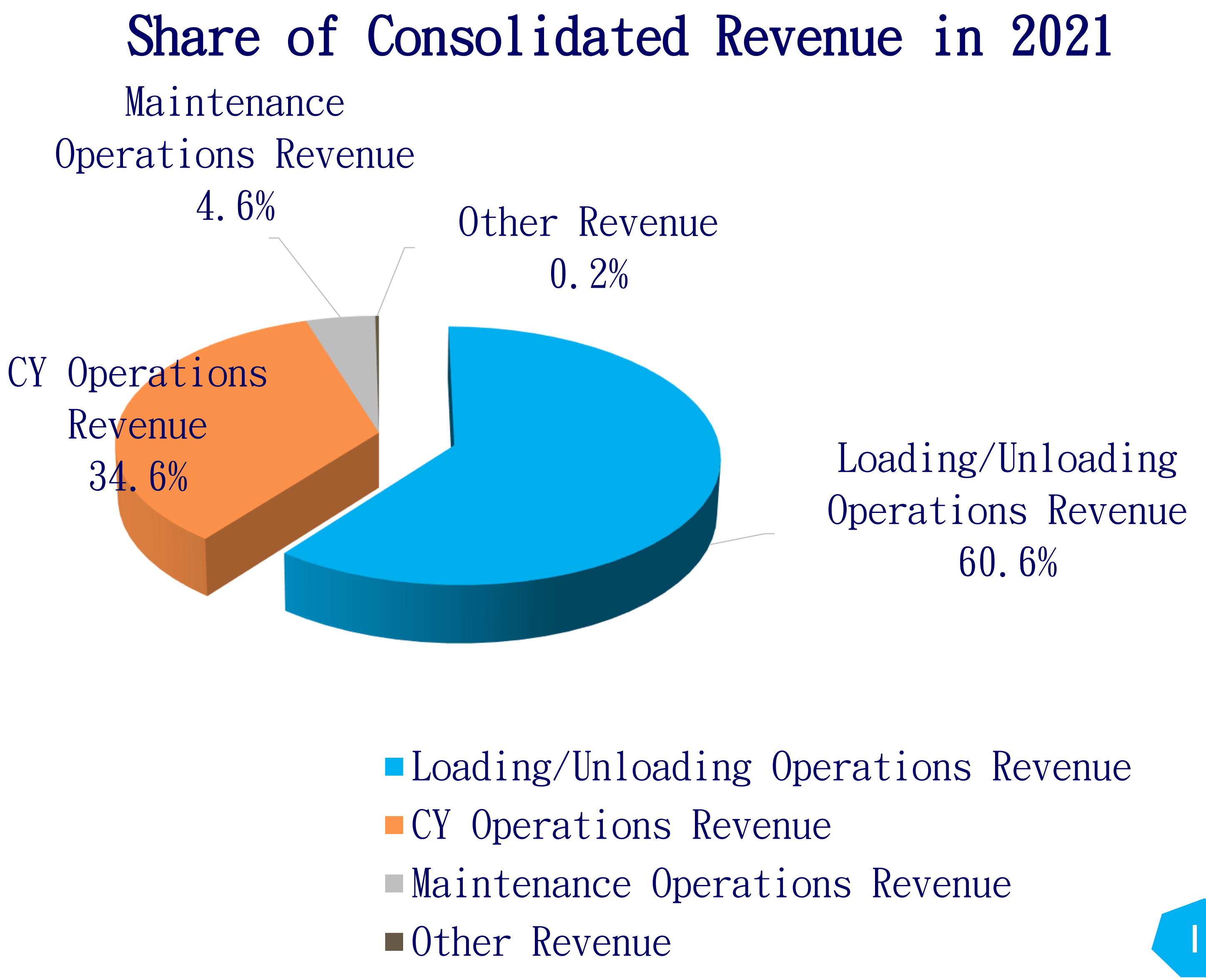
Cumulative comparison of the consolidated statement of income for the previous year

Unit:NT$ Thousand

Items	2021	%	2020	%	Variance
Net Revenue	3,084,137	100.00	2,830,493	100.00	8.96
Cost of Sales	(2,538,067)	(82.29)	(2,503,397)	(88.44)	1.38
Gross Profit	546,070	17.71	327,096	11.56	66.94
Operating Expenses	(194,237)	(6.30)	(149,287)	(5.27)	30.11
Operating Income	351,833	11.41	177,809	6.28	97.87
Non-Operation Items	(131,349)	(4.26)	(142,005)	(5.02)	(7.50)
Income before Income Tax	220,484	7.15	35,804	1.26	515.81
Income Tax Expense	1,082	0.04	(5,031)	(0.18)	(121.51)
Net Income	221,566	7.18	30,773	1.09	620.00
EPS (NT$) after Tax	1.63		0.23		608.70

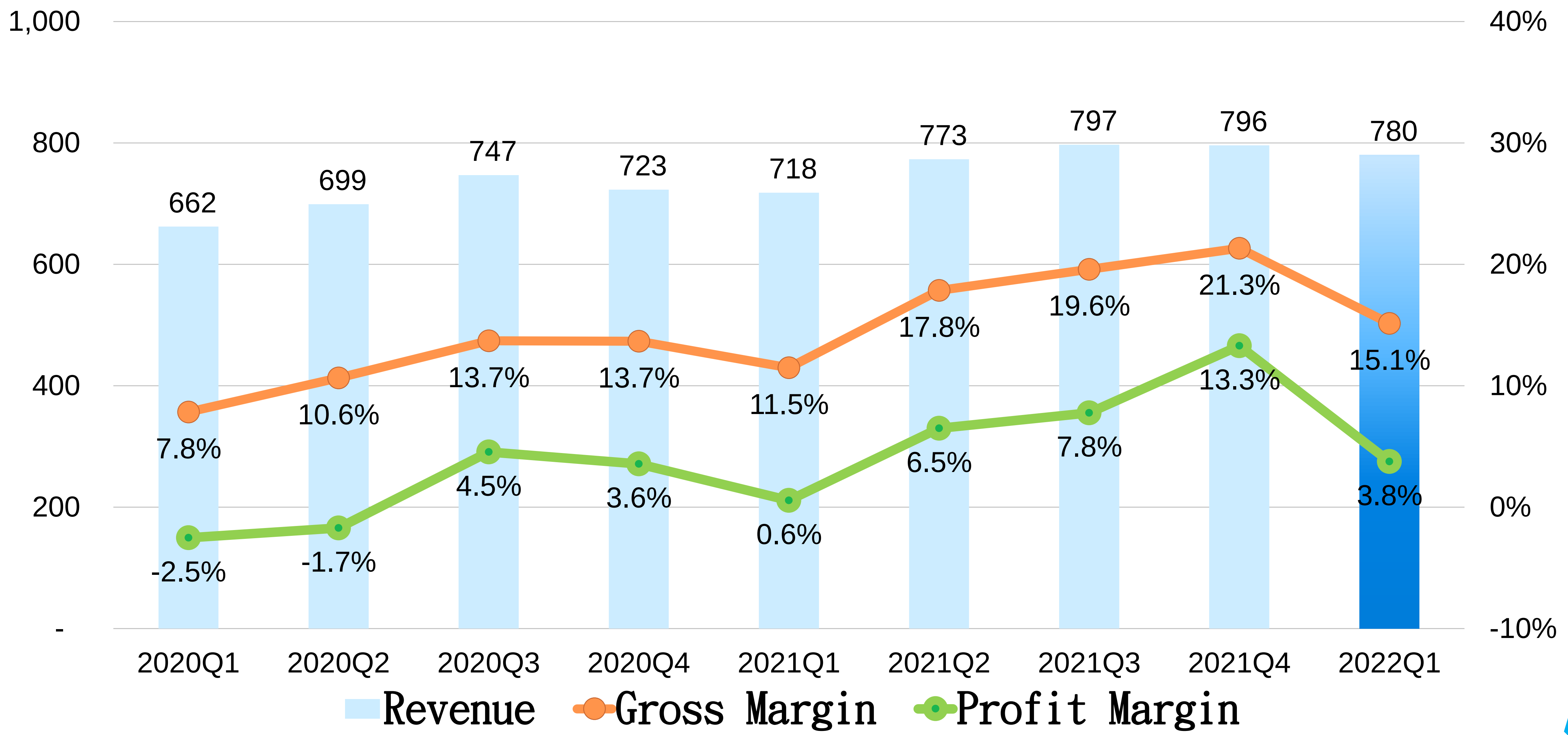
Consolidated Statement of Condensed Income for 2021

Items	2021
Net Revenue	3,084,137
Cost of Sales	(2,538,067)
Gross Profit	546,070
Operating Expenes	(194,237)
Operating Income	351,833
Non-Operation Items	(131,349)
Income before Inocme Tax	220,484
Inocme Tax Expense	1,082
Net Income	221,566
EPS (NT$) after Tax	1.63

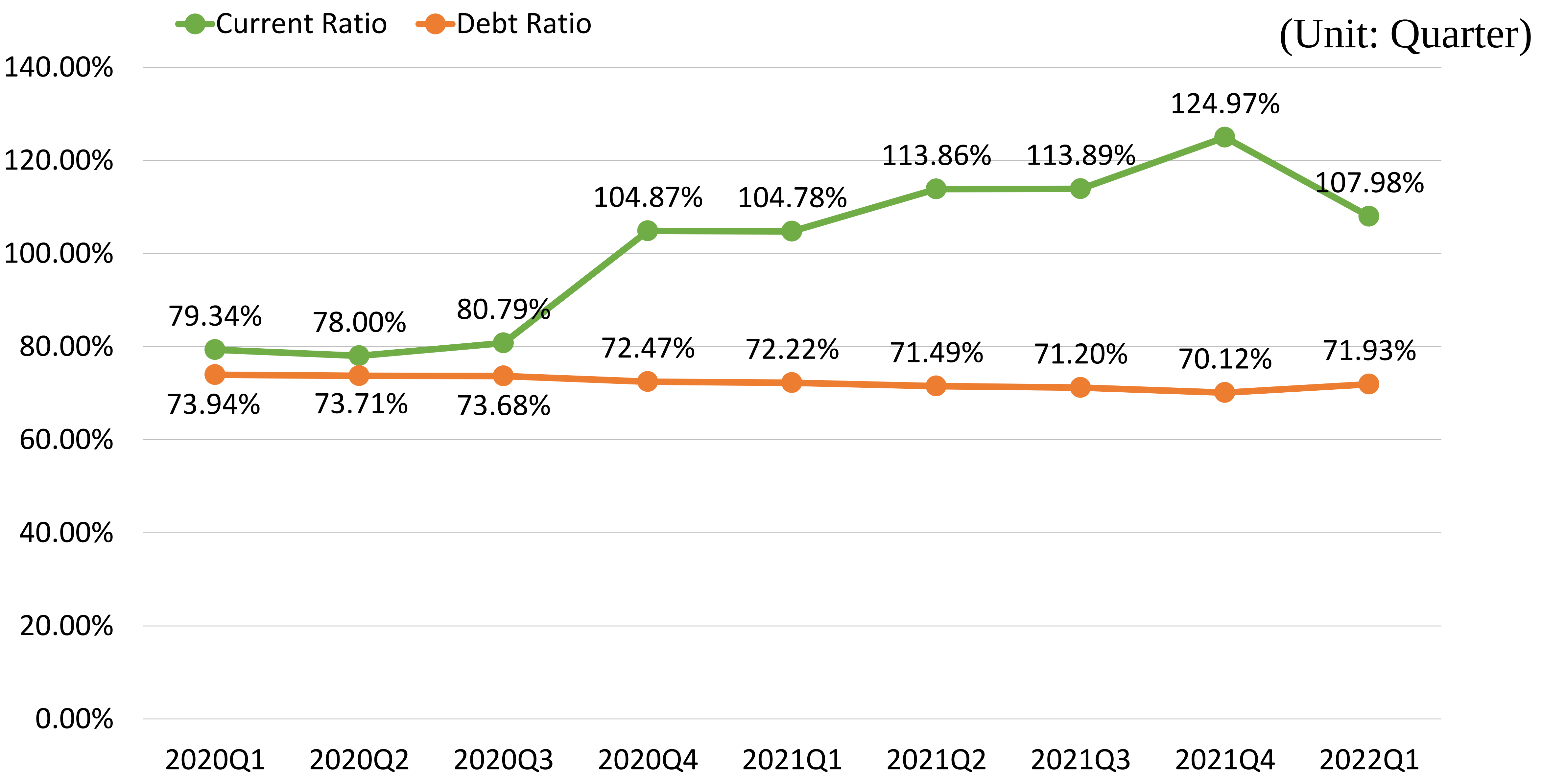


Consolidated revenue, gross margin and profit margin by quarter

Unit: NT$ million;%



Financial Ratios



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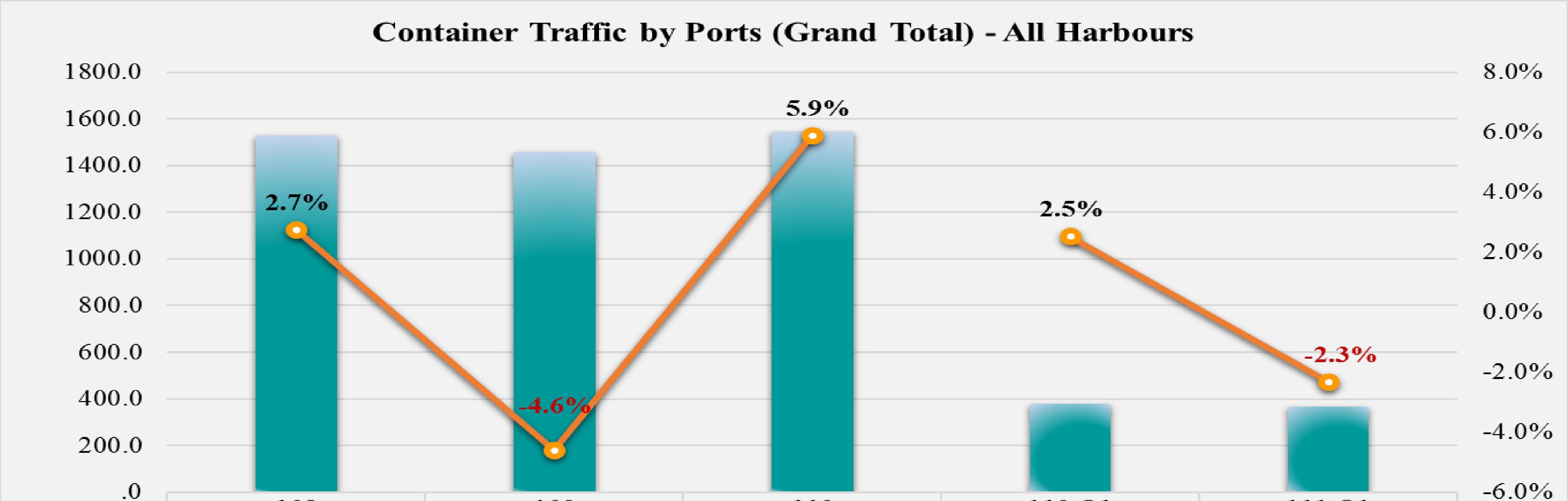
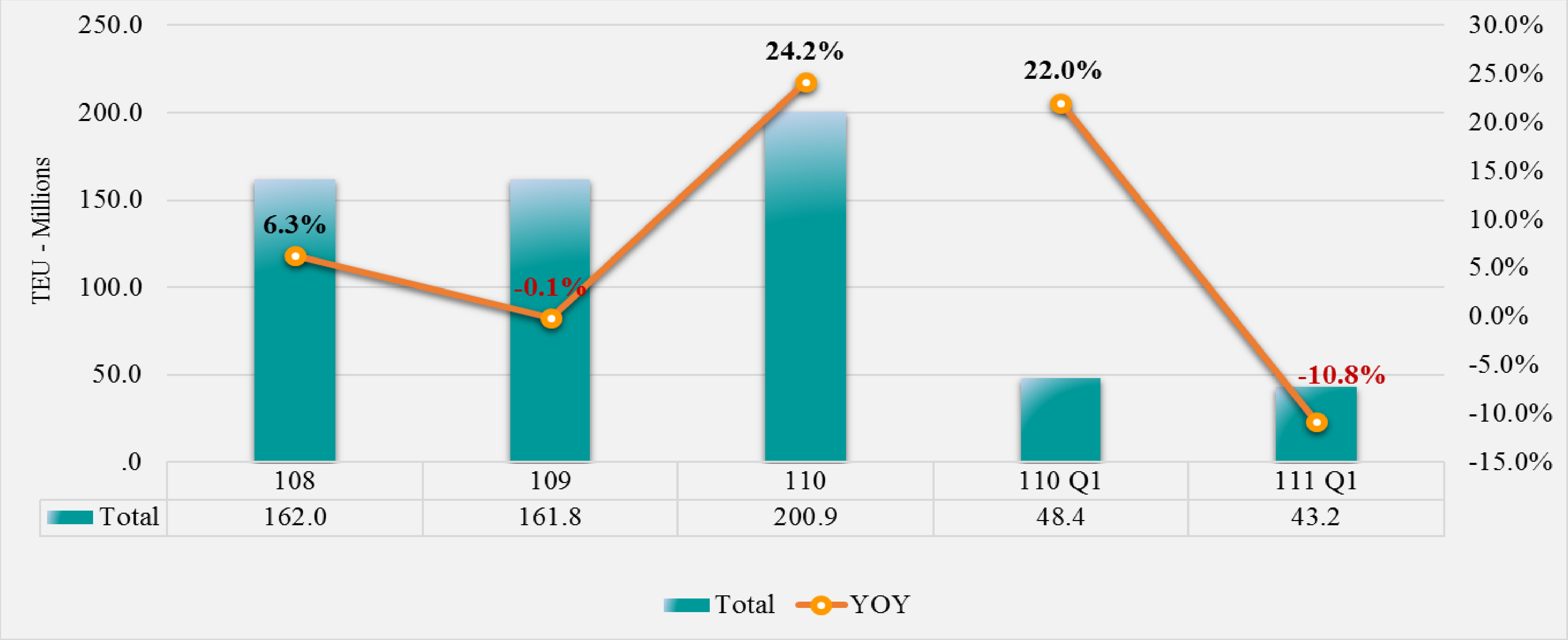
Container Traffic by Ports (Grand Total) - All Harbours



	108	109	110	110 Q1	111 Q1
Total	1529.8	1459.4	1545.5	377.0	368.3

Reference :TIPC

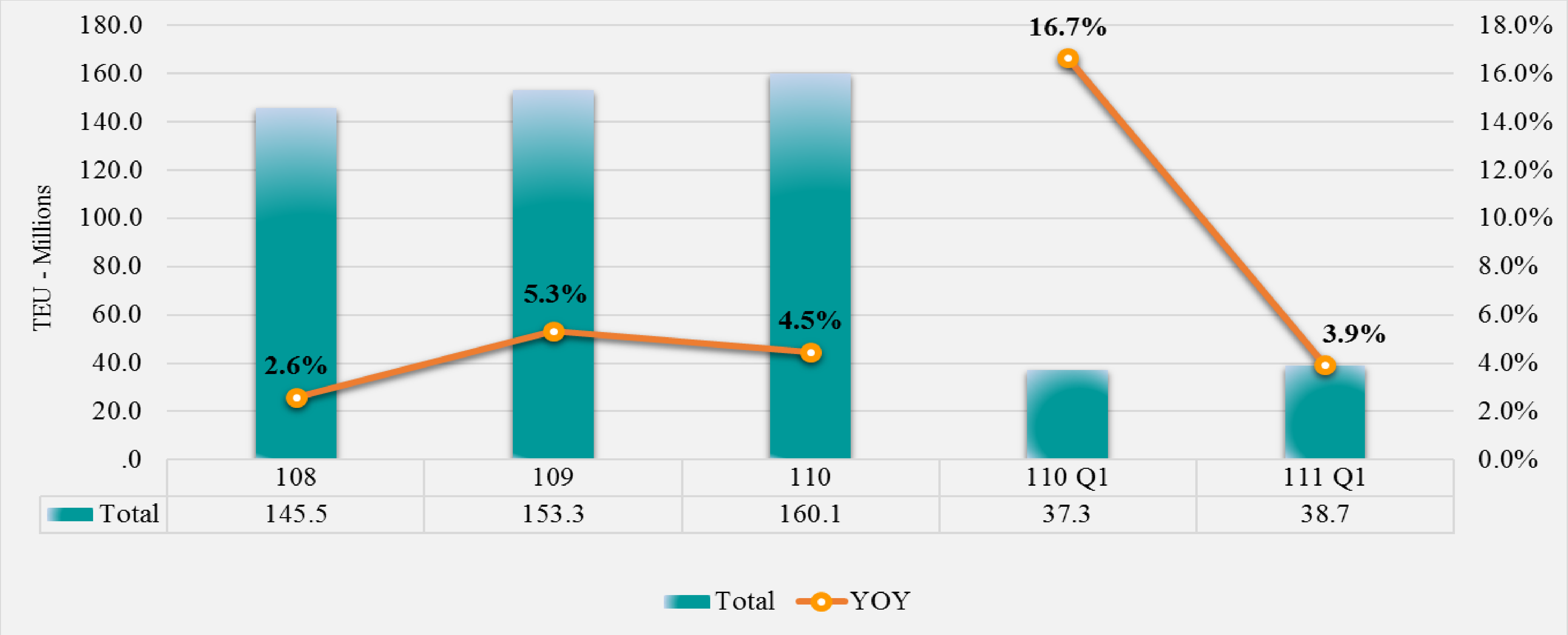
Container port traffic(Grand Total) - Taipei



	108	109	110	110 Q1	111 Q1
Total	162.0	161.8	200.9	48.4	43.2

Reference :TIPC

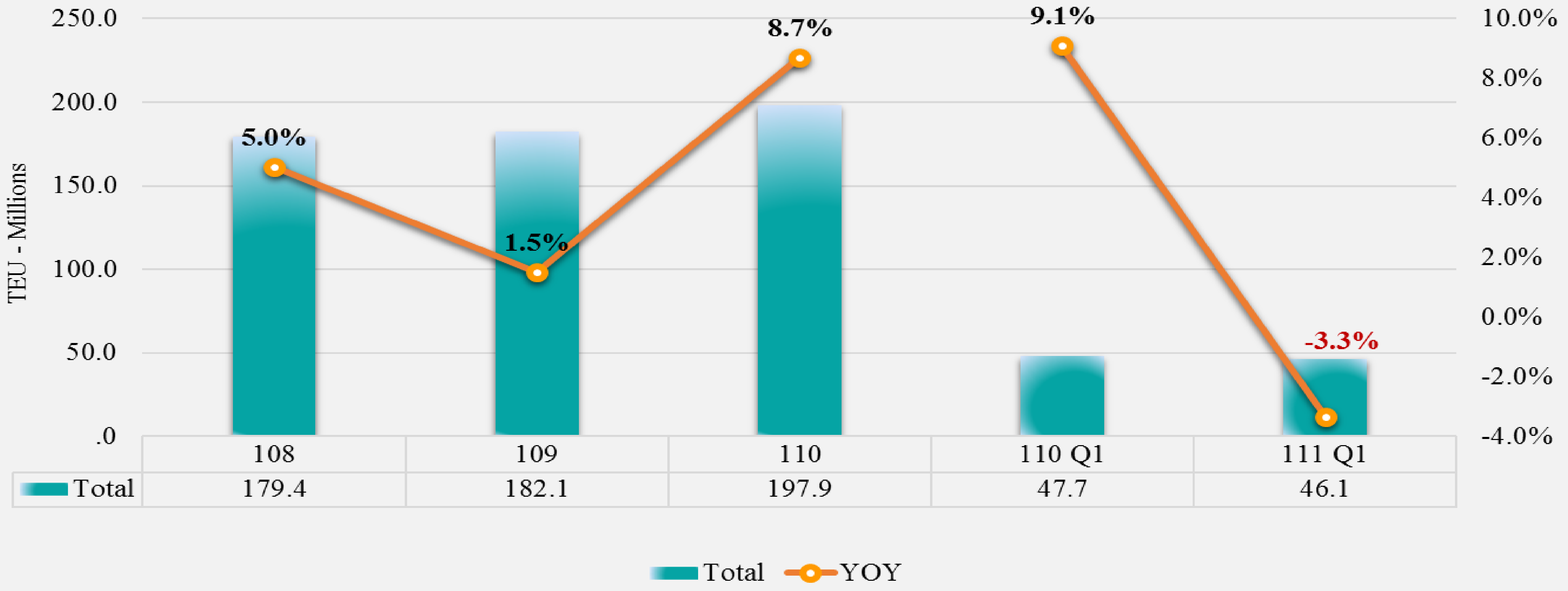
Container port traffic(Grand Total) - Keelung



	108	109	110	110 Q1	111 Q1
Total	145.5	153.3	160.1	37.3	38.7

Reference :TIPC

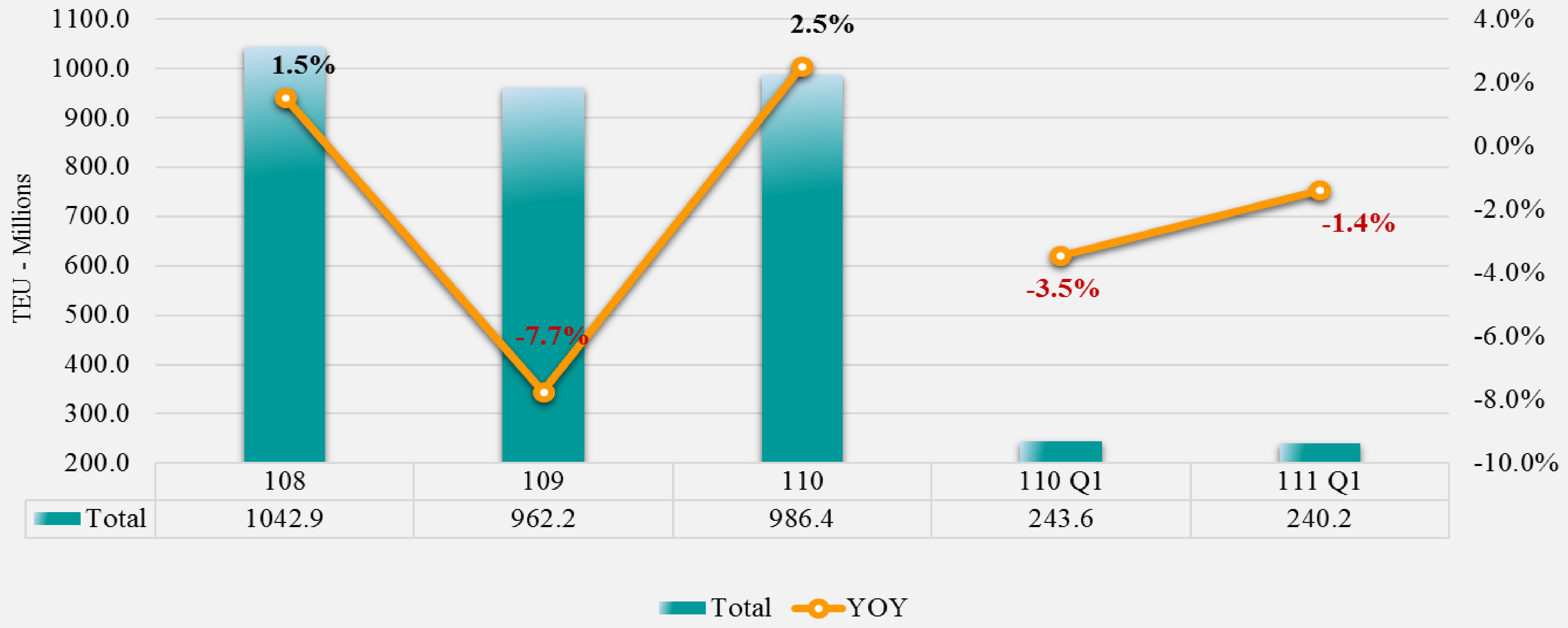
Container port traffic(Grand Total) - Taichung



	108	109	110	110 Q1	111 Q1
Total	179.4	182.1	197.9	47.7	46.1

Reference :TIPC

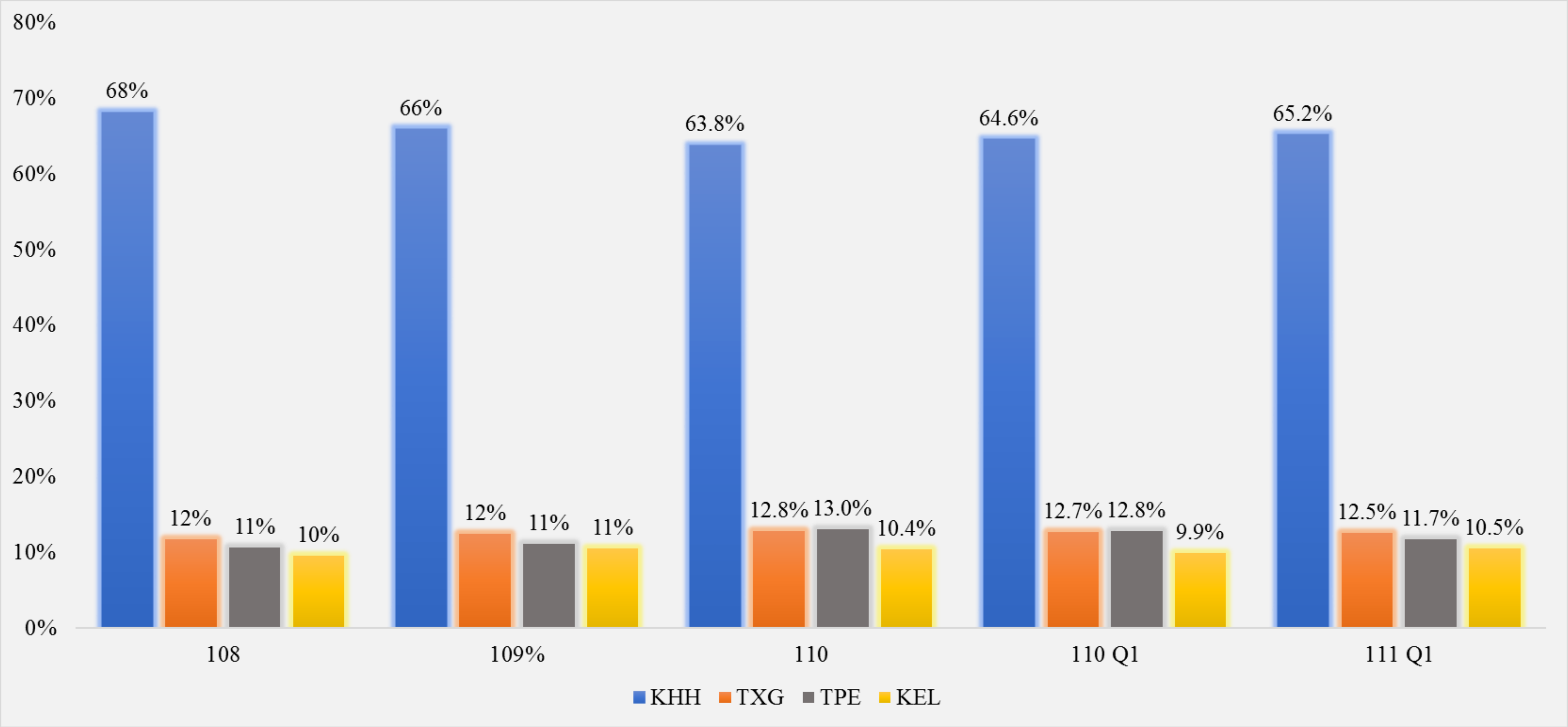
Container port traffic(Grand Total) - Kaohsiung



	108	109	110	110 Q1	111 Q1
Total	1042.9	962.2	986.4	243.6	240.2

Reference :TIPC

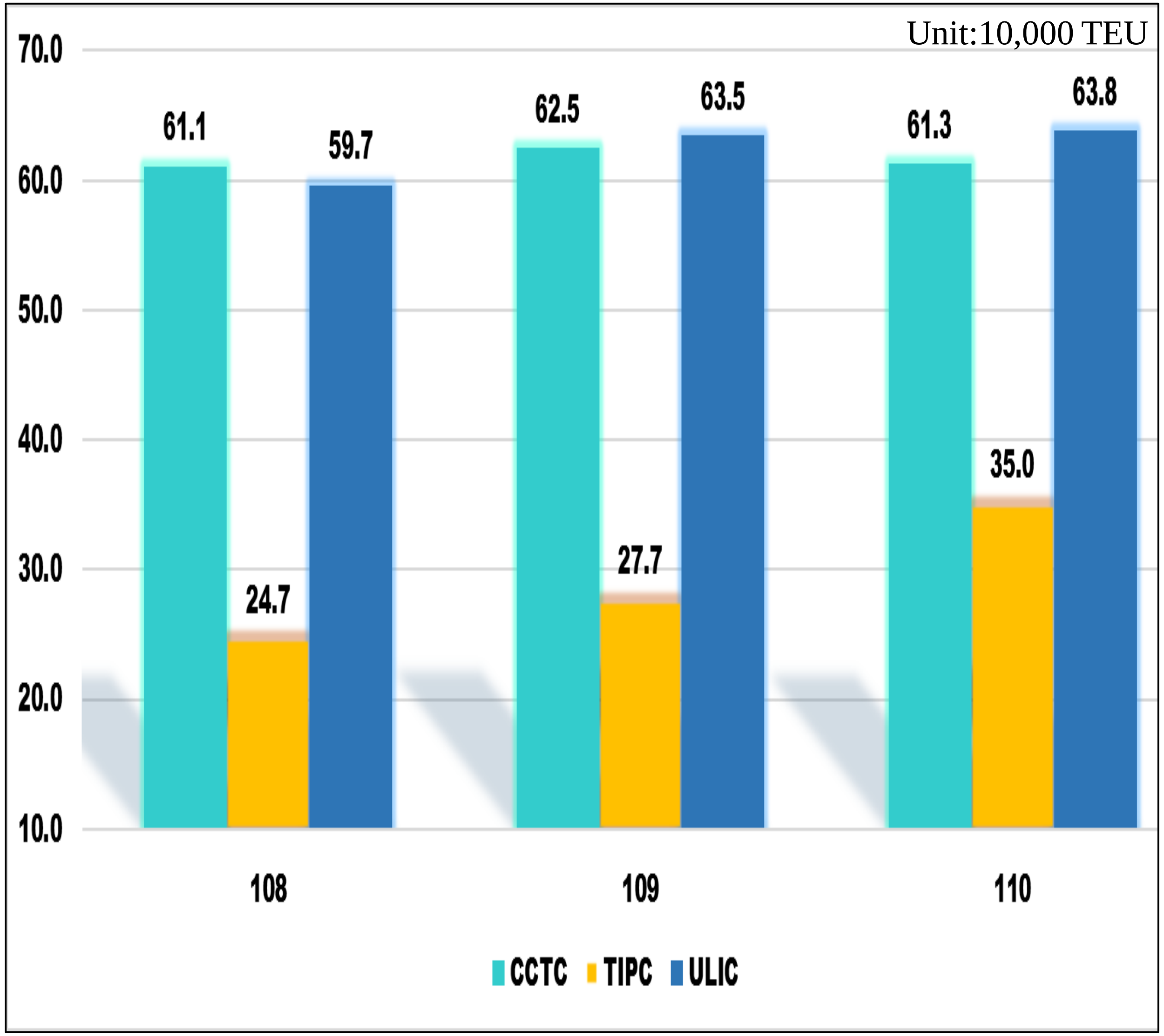
Percentage Container Traffic of Each Port

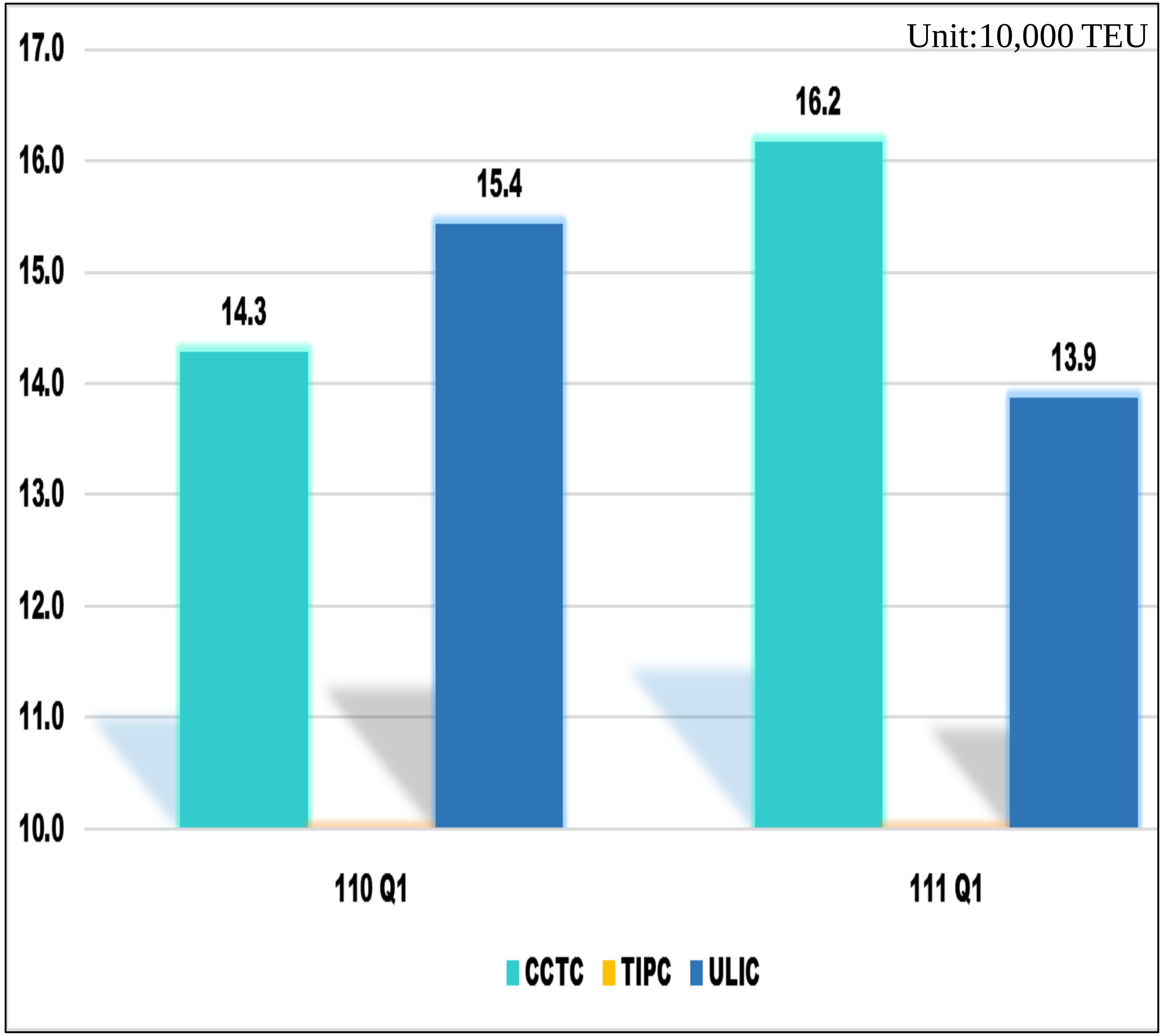


Reference : TIPC.CCTC

- At present, our company leases the pier 19-21 in Keelung Port West and Taichung Pier 10, 11 and 31 backline sites.
- Port of Keelung Terminal Operators have three companies including CCTC,ULIC and TIPC.
- Port of Taichung Terminal Operators have three companies including CCTC,EITC and WH.

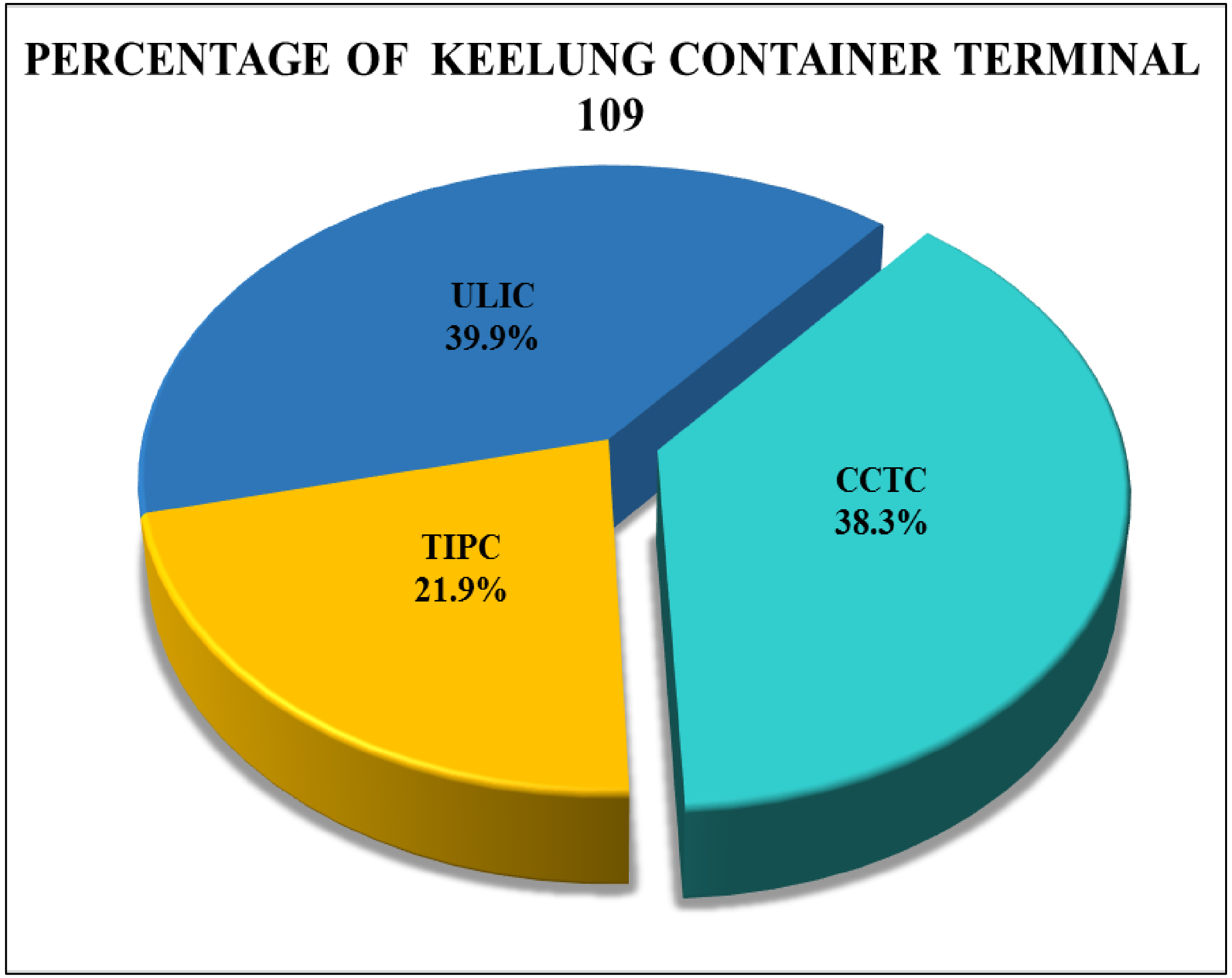
Container port traffic(Grand Total) - Keelung
108 — 111 Q1

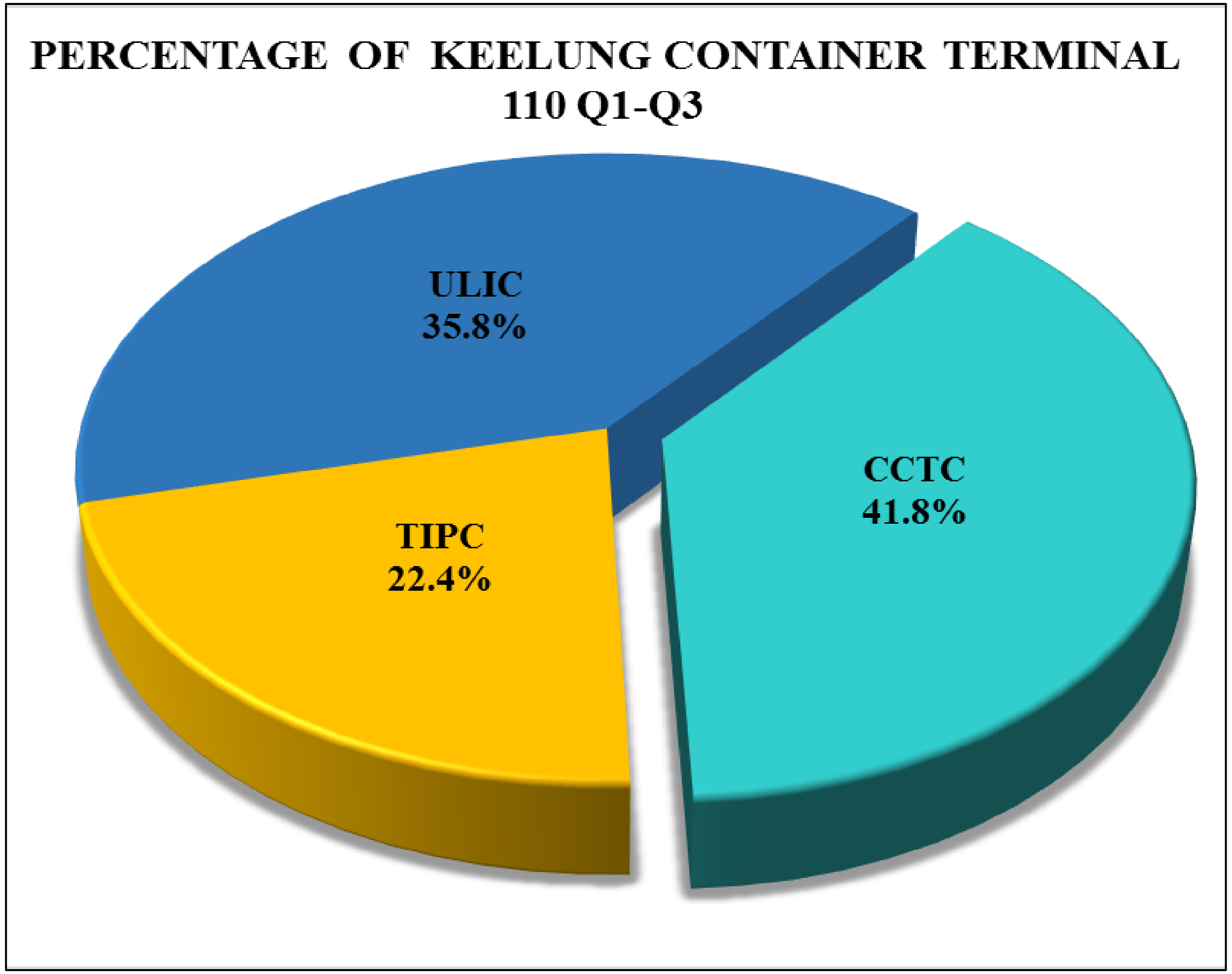




Reference : TIPC.CCTC

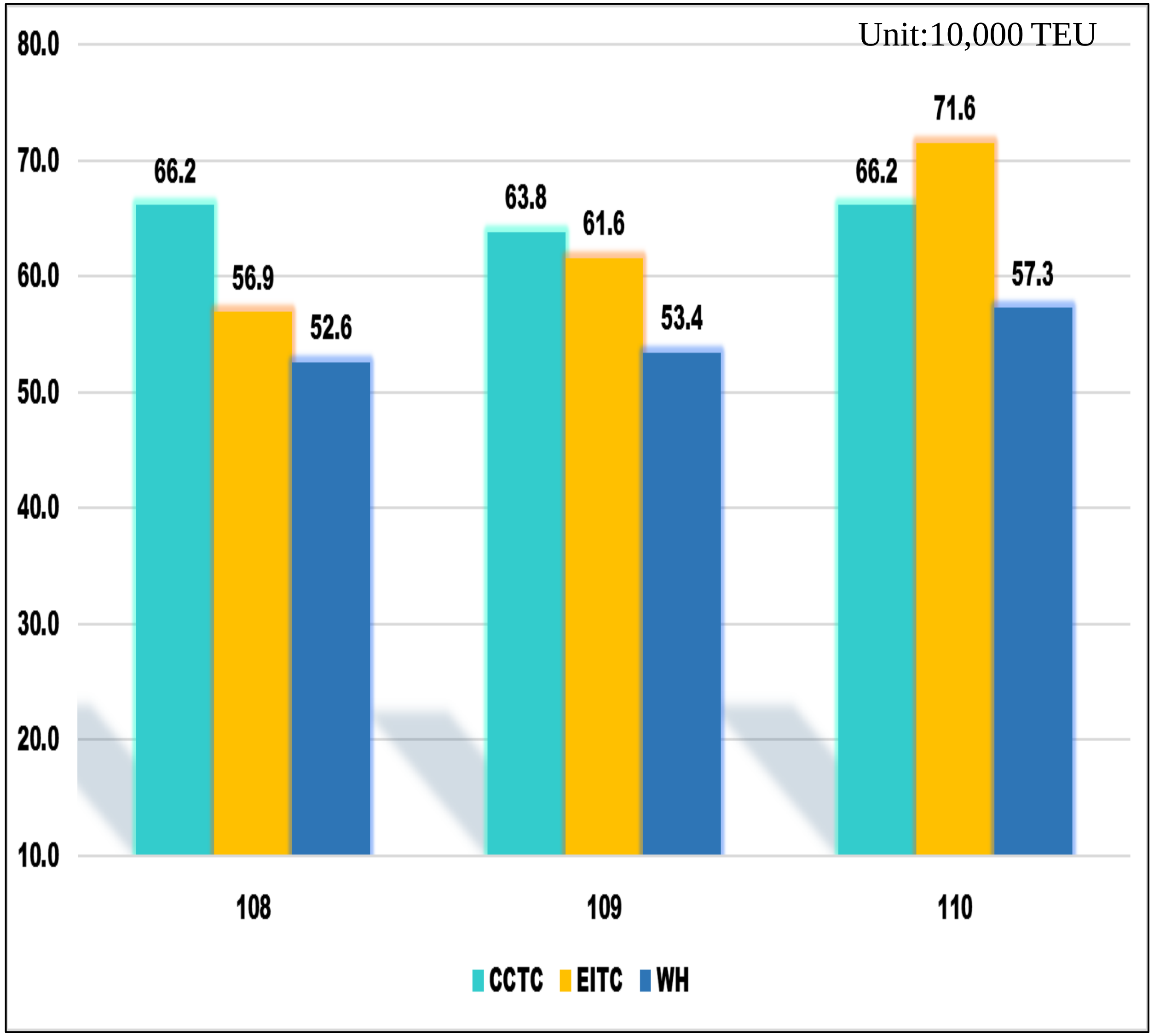
Percentage of Keelung Container Terminal

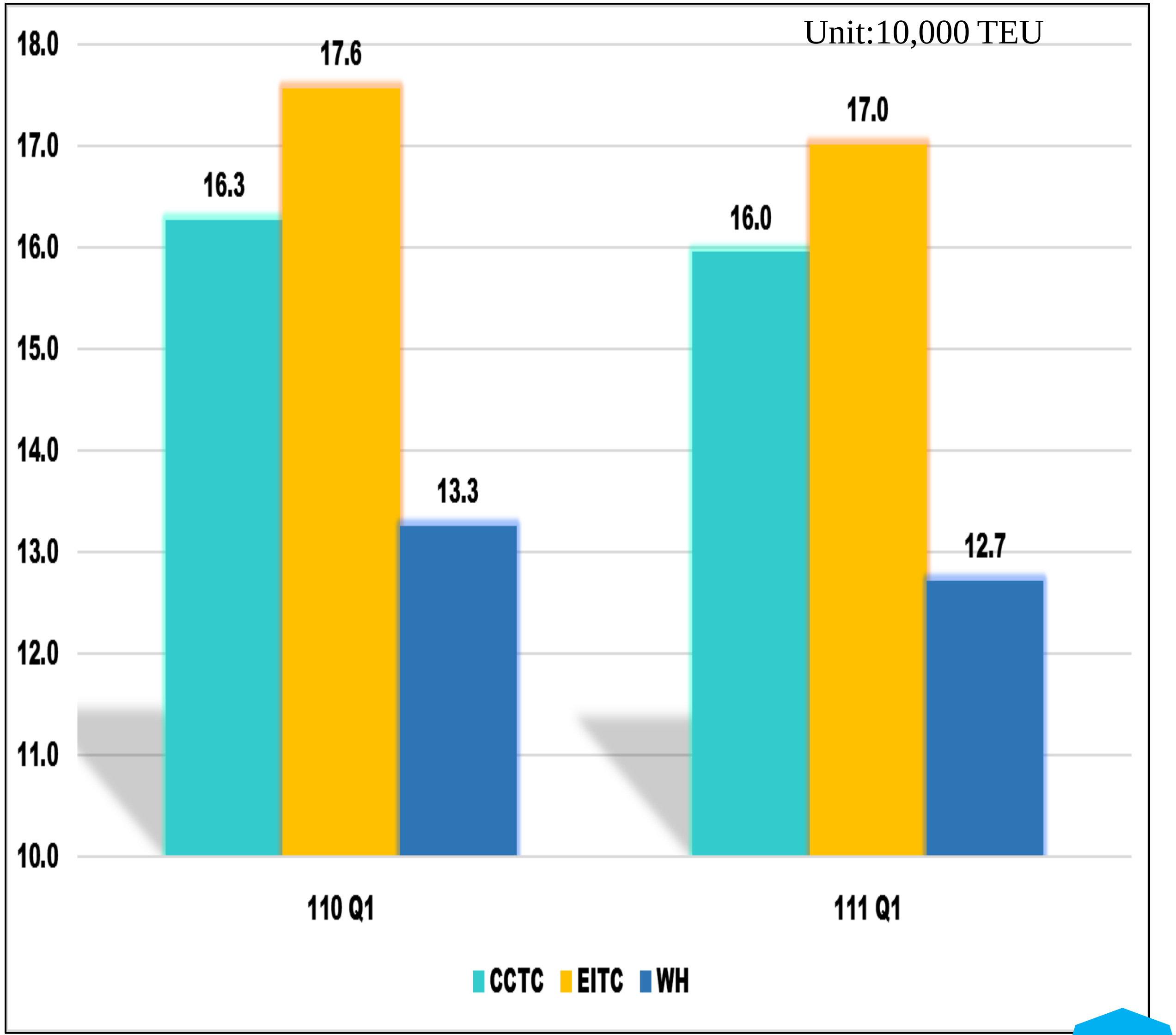




Reference : TIPC.CCTC

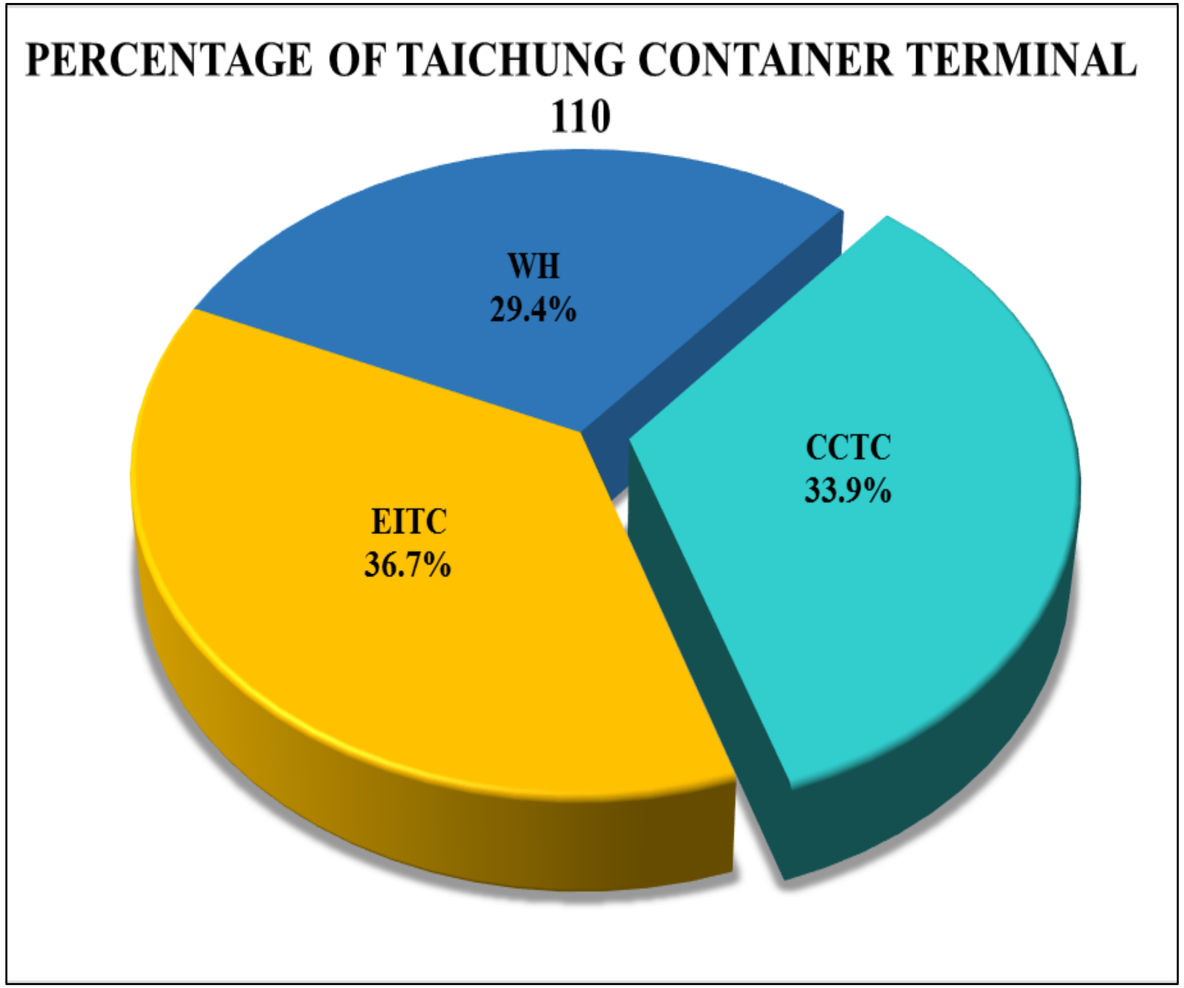
Container port traffic(Grand Total) - Taichung 108 — 111 Q1

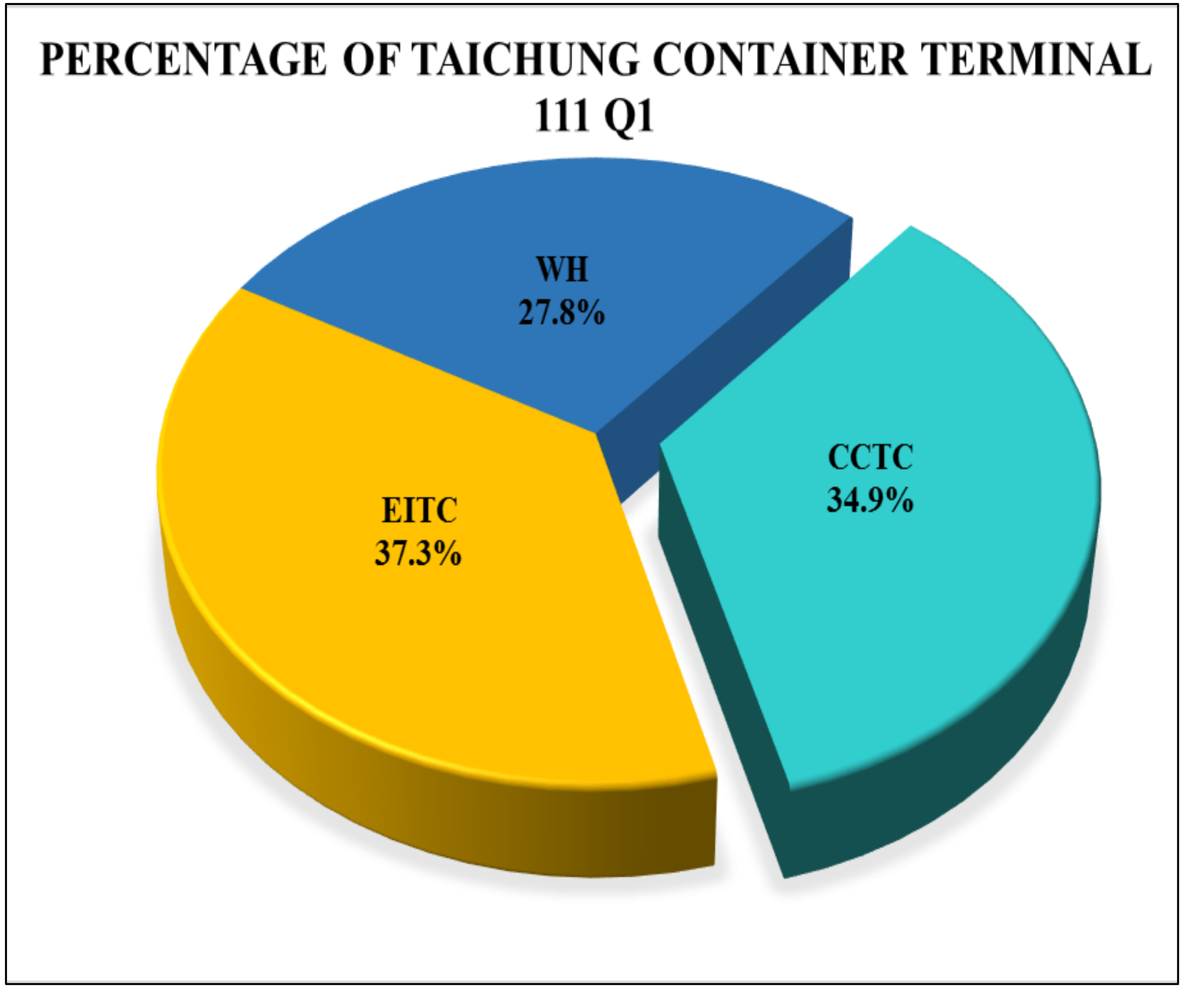




Reference : TIPC.CCTC

Percentage of Taichung Container Terminal





Reference : TIPC.CCTC

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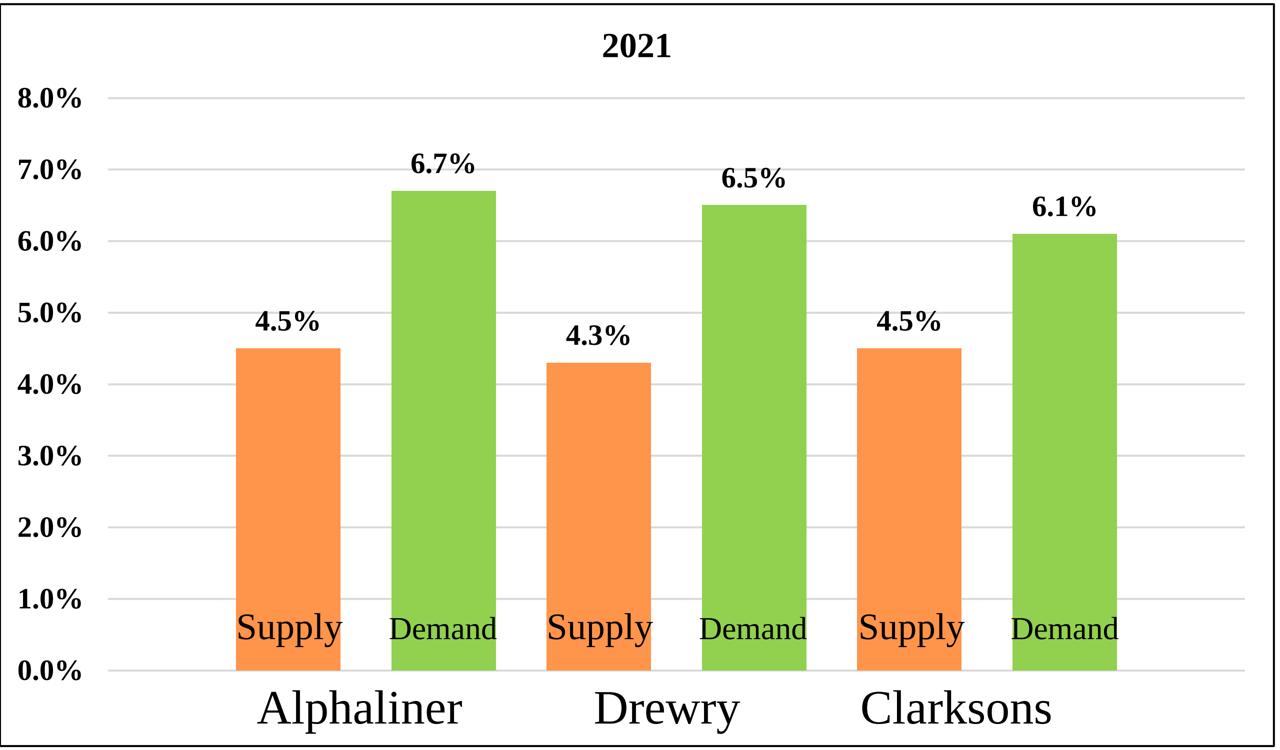
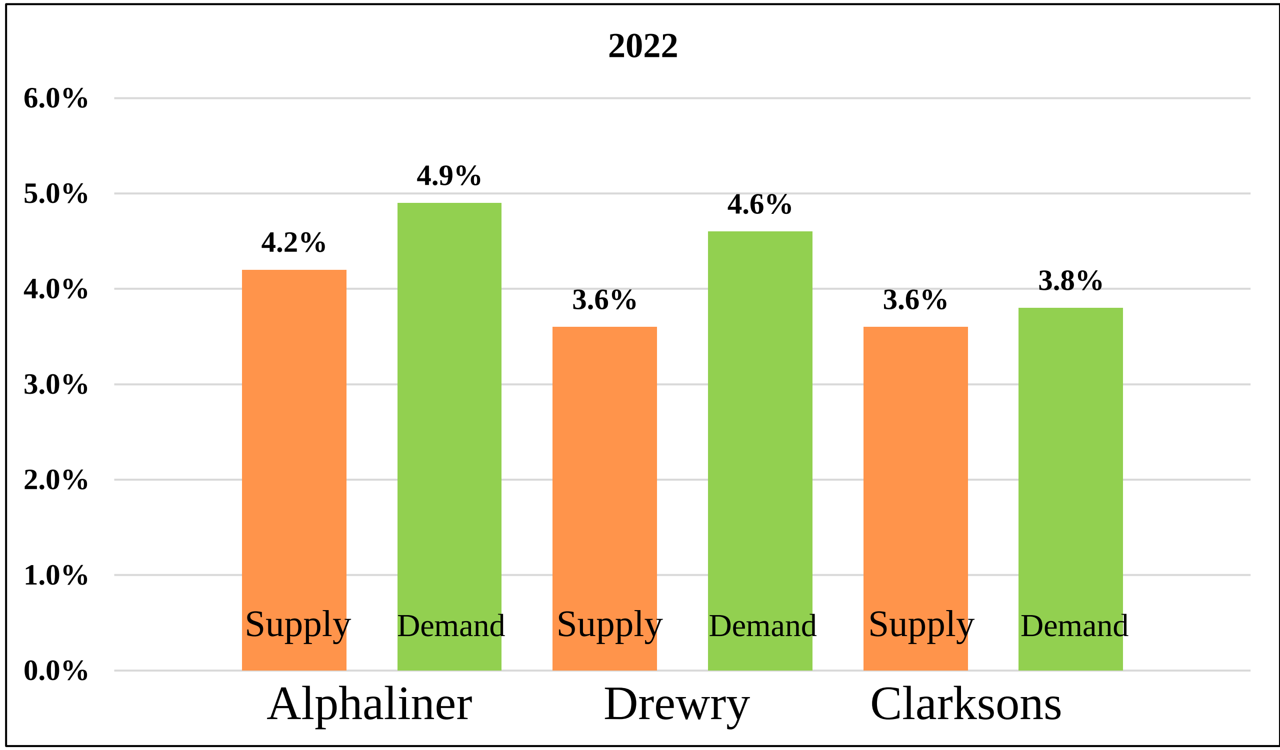
Business outlook in the post-epidemic era

- Market demand exceeds supply
- Port congestion and closure crisis temporarily relieved
- US west coast port labor negotiations
- Post-market outlook for maritime transport
- Reduced benefits of inland container terminal

Reference : GOOGLE

Market demand exceeds supply





Reference :ALPHALINER Monthly Monitor Report April 2022；Drewry Container Forecaster 4Q 2021；Clarksons Container Intelligence 1Q 2022.

Port congestion and closure crisis temporarily relieved

➢ Port of Los Angeles, USA

On average, 25 vessels are waiting to berth for loading and unloading every day, and the average waiting time is 5-11 days, which is about 10 days less than the same period last year.

➢ Port of New Jersey and New York , USA

Average waiting time for berthing is 3-5 days.

➢ Shanghai, China

Due to the city closure policy, although the port was not closed, the logistics and transportation were greatly impacted, resulting in lower operational efficiency and longer waiting time for each berth.

Reference : GOOGLE

US west coast port labor negotiations

Reference : GOOGLE

- Resumption of work in China
- The impact of empty container accumulation
- U.S. companies place early orders for Christmas merchandise

Post-market outlook for maritime transport

MAERSK:

The pressure on the supply chain has not yet been relieved, and the bounce in freight rates will continue in the first quarter. It is expected that the rise in shipping prices will continue into the second quarter, which is expected to boost profits, but it is predicted that growth in the second half of the year and into next year may slow down due to a decline in confidence among the public and companies in Europe and the U.S., as well as a big drop in export orders due to the closure of cities in China.

EVERGREEN:

Because of the global container shipping supply chain problems remain unresolved, port congestion continues due to epidemic, it is not easy to reduce the freight price, and EVERGREEN is optimistic about the operation performance this year.

YANG MING:

Trade will slow down due to the Russian-Ukrainian war. However, the epidemic has delayed demand, but container shipping is still tight production capacity, and the post-market outlook for maritime transport is still in short supply.

Reduced benefits of inland container terminal

Due to changes in the inland container terminal in Taoyuan,
the storage area is insufficient,
Some containers overflowed to Taipei Port and Wudu area.

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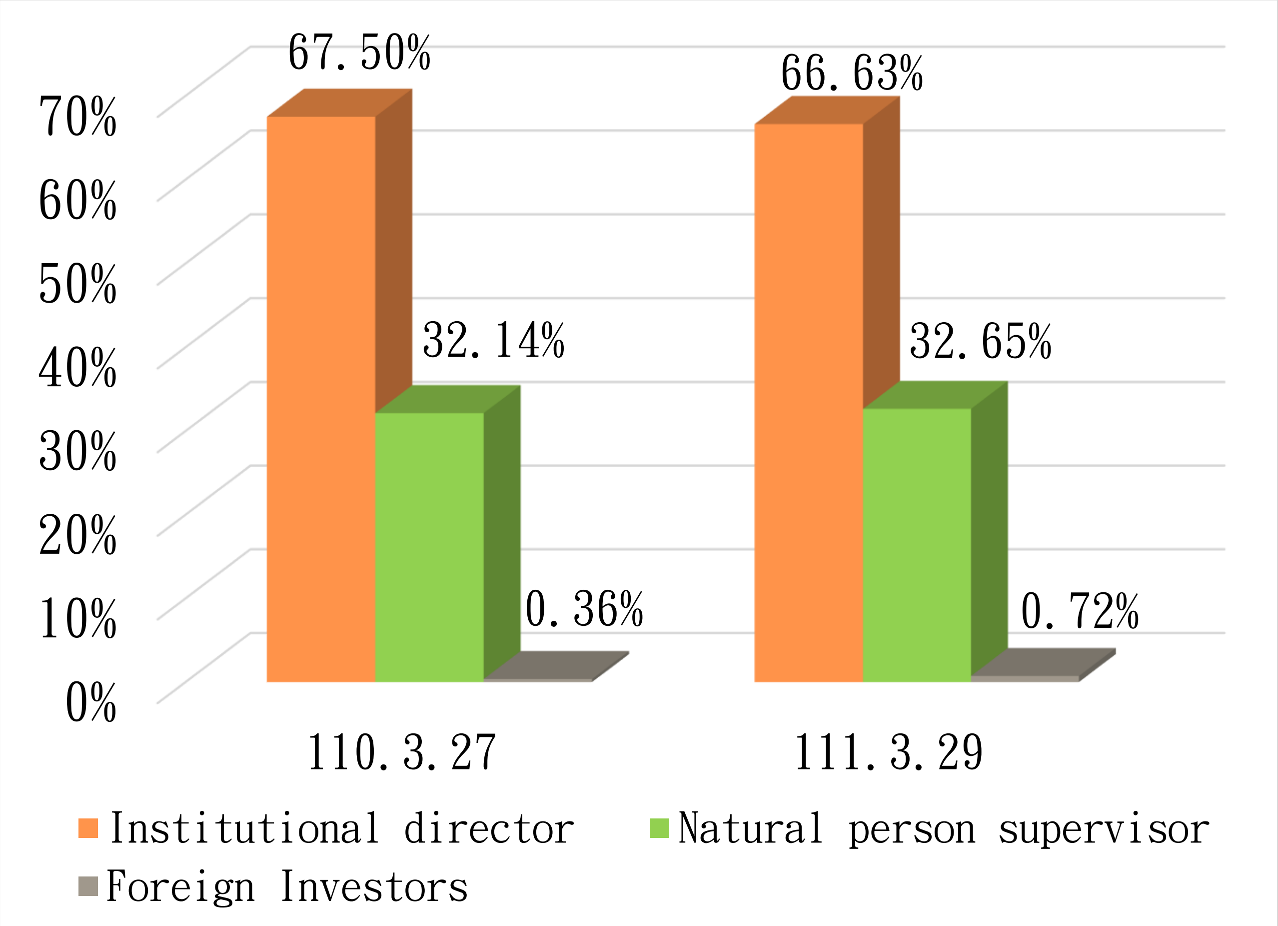

Information on major shareholders March 31, 2022	Shareholding percentage
DAH TONG TRANSPORTSTIONS CO., LTD.	21.21%
HOPE INVESTMENT LTD.	16.02%
TA TONG MARINE CO., LTD.	8.70%

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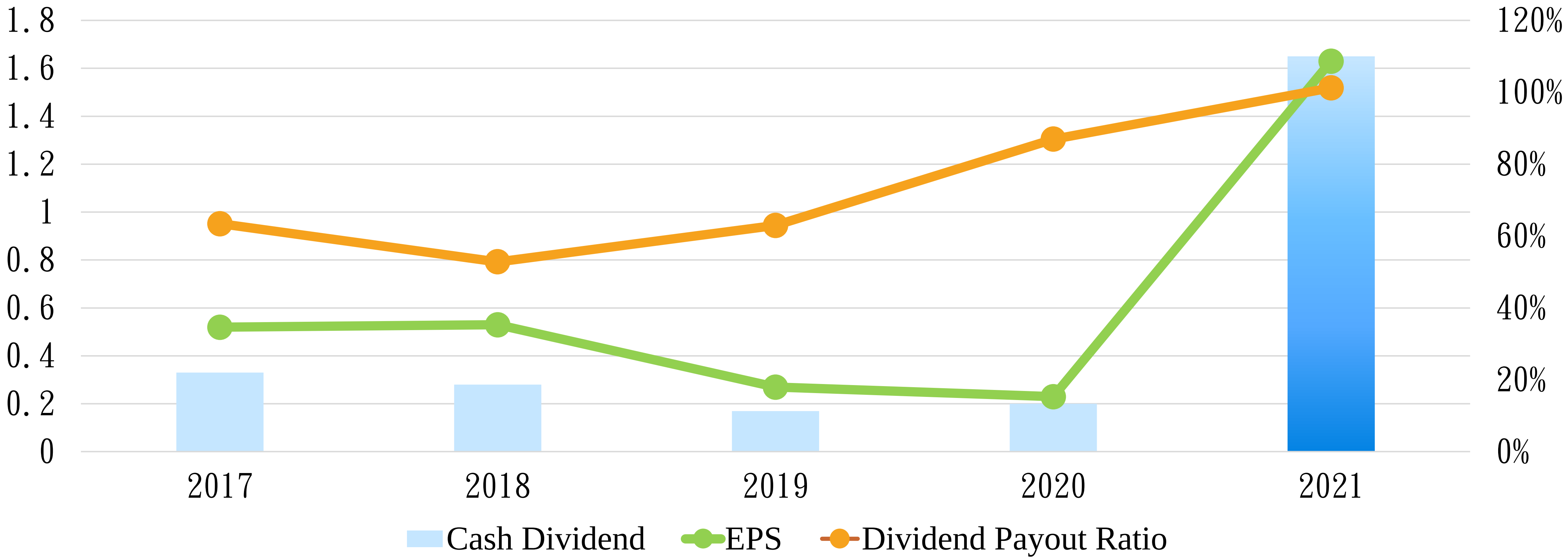
Dividend distribution in previous years

Unit:NT$:%



Year	2017	2018	2019	2020	2021
Cash Dividend	0.33	0.28	0.17	0.2	1.65
EPS	0.52	0.53	0.27	0.23	1.63
Dividend Payout Ratio	63.46%	52.83%	62.96%	86.96%	101.23%


The End


Q&A