ITALIA
Italian Trade Commission
意大利对外贸易委員会
政府机构

MARKET REPORT

MARINE EQUIPMENT INDUSTRY

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Italian Trade Commission
Shanghai Office

意大利对外贸易委员会
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MARINTECH CHINA 2011 MARKET REPORT

OVERVIEW

China's Marine Industry covers the use and development of the various sea-related industries, including shipbuilding, ports, pleasure boats, sea communications and transportation, offshore oil and gas, sea-related chemicals and sea fisheries, etc.

China has seen rapid development of its marine industry over past few years and the aggregate marine industries will gradually become one of the pillar industries of China's economy.

MARINE EQUIPMENT INDUSTRY (MAINLY FOCUS ON SHIPBUILDING) [1]

- **MARKET SIZE**

The number of companies of the shipbuilding with considerable scale included in the statistical rage in China in 2010 is 2,179, according to the categories of shipbuilding industry, the number of yards is 952, ship repairing and dismantling companies 416, ship equipment manufacturing companies 795, and others 16, with 775,000 employees in the shipbuilding branch. [2]

From January to October in 2011, the number of companies of the shipbuilding with considerable scale included in the statistical rage in China is 1,526.

From January to October 2011, the national shipbuilding of capacity is 55.21 million dwt, with year-on-year growth rate of 15.4%; China received new ship orders to 29.75 million dwt, decrease 45.5% compare to the same period of last year.

And China shipbuilding industrial output value is 641 billion RMB, up to 23.8%, of which 494.6 billion RMB for the shipbuilding industry, up to 23.4%; shipbuilding industry to 75.5 billion RMB, increased 34.7%; ship repair and ship-breaking industry is 64.6 billion RMB, with an yearly increase of 15.6% from January to October in 2011.[3]

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[1] Status and Trends of Development of China's Shipbuilding Industry Report from Mrs. Lijuan NIE, Vice Secretary General of the China Association of the National Shipbuilding Industry (CANSI)
[2] Source: HANSA International Maritime Journal-2011-No. 11 China Special
[3] Source: China Ship News Newspaper Issue 85, 2011

From January to September 2011, the total shipbuilding enterprises realized profits of 37.1 billion RMB, up to 21.8%, of which shipbuilding industry is 31.3 billion RMB, increased 24.1%; shipbuilding industry is 3.1 billion RMB, increased 21.5%; ship repair and ship-breaking industry is 2.5 billion RMB, with an increase of 7.9%.

- **GEOGRAPHIC FOCUS**

China's shipbuilding industry is manly located in three regions, namely the Bohai Sea region (Dalian and Huludao Island at Liaoning province, Qingdao at Shandong province), the Yangtze River Delta (Shanghai, Nantong at Jiangsu province, Zhoushan at Zhejiang province), and the Pearl River Delta (Guangzhou, Guangdong Province).

The shipbuilding output of the four provinces/municipalities including Jiangsu, Shanghai, Liaoning and Zhejiang reached 54,664,000 DWT in 2010, which was 80.9% of the whole country. The four provinces/municipalities undertook new orders up to 61,663,000 DWT accounting for 81.1% of those of the nation.

The order of the four provinces/municipalities reached up to 162,960,000 DWT in total, which accounted for 83.6% of all the orders nationwide.

- **SITUATION OF MAIN SHIPBUILDING COMPANIES IN CHINA**

The shipbuilding output of both the China Shipbuilding Corporation and the China Shipbuilding Industry Corporation reached 25,774,000 DWT in total, ranking second and forth in the world separately in 2010.

Together they accounted for 38.1% of that of the whole country. The two corporations undertook new orders up to 26,856,000 DWT, ranking second and third worldwide respectively, which was 35.3% of those of China. The orderbook of the four provinces/municipalities (Jiangsu, Shanghai, Liaoning, Zhejiang) reached up to 162,960,000 DWT in total at the end of 2010, accounting for 38.1% of all the orders nationwide.

The total number of ships built by China's top 10 shipbuilding companies was 47.5% of that of the nation, among which Shanghai Waigaoqiao Shipbuilding Co.,Ltd (SWS) ranked first with a shipbuilding output of 7,066,000 DWT. The shipbuilding output of Dalian Shipbuilding Industry Co.,Ltd. (DSIC) was 5,862,000 DWT and that of New Century Shipbuilding (NCS) at Jiangsu province was 3,598,000 DWT, ranking second and third in the nation separately. Tow of China's shipyards were among the top five all over the world, as far as shipbuilding output concerned , and seven of them ranked among the top 20 in 2010.

The number of new orders of the shipbuilding companies who ranked the top ten accounted for 45.3% of that of the whole country in 2010. Among them, the Shanghai Waigaoqiao Shipbuilding Co.,Ltd (SWS) was first in the nation with new orders of 6,442,000 DWT. The Jiangsu Rongsheng Heavy Industries and the Jiangsu New Century Shipbuilding (NCS) followed with a shipbuilding output of 5,040,000 DWT and a shipbuilding output of 4,590,000 DWT respectively.

- **PRODUCT STRUCTURE AND TECHNICAL LEVEL**

Currently, China has the ability to design and construct a full series of ships such as bulk carriers, tankers, and container vessels etc. The technical and economic performance of some of these ships is in the global leading position. In the area of high-tech ships china has the capacity to design large LNG ships, RoRo and 10,000 TEU container vessels as well as their mass construction.

In the field of offshore engineering China designed and constructed the 300,000 DWT FPSO vessels and the most advanced sixth generation of 3,000m water depth semi-submersible drilling platform. China is able to take the total package of building jack-up drilling platforms, and their mass construction has been achieved. At present, the market share of marine auxiliary vessels ranks first in the world.

- **MARINE SUPPLYING CAPACITY**

The number of low-speed marine diesel engine companies increased to 14 in 2010, with an output of 6 Mio. horsepower and a machine making capacity of about 12 Mio. horsepower in China.

China was capable of producing power systems for super-large ships, crankshafts and marine deck machinery for large vessels independently, forming a number of won brands for ship equipment such as large anchor machines and offshore platform cranes.

However, there are still some outstanding issues in the development of China's shipbuilding industry, such as the prominent structural contradiction of capacity, low industrial concentration, a poor capacity of independent innovation, a low level of overall technology, the lack of coordination of industrial development, poor strength in emerging fields, and extensive economic growth.

- **GENERAL INFORMATION ABOUT MARINE PRODUCTS IMPORTED TO CHINA** [4]

According to the statistics and figures from China Customs (see the figures in the attachment Page 6), the marine equipment industry imported to China shows that from 2009 to 2010, after the global financial crisis, majority of the marine equipment sectors industry seems recover and with a considerable year-one-year growth.

The marine equipment (include life-jackets) with biggest import value in 2010 was marine piston engines of 2,591.64 million USD, with a year-on-year increase of 6.6%, followed by radar apparatus, radio navigational app & radio (684.29 million USD, year-on-year increase of 24.5%), cruise ships, cargo ships, barges and similar vessels (543.72 million USD, year-on-year decrease of 33.7%), light vessels, dredgers, floating docks, floating (206.16 million USD, year-on-year decrease of 73.1%).

And for the life-jackets & life-belts, the imported amount to China is 11.51 million USD, with year-on-year growth rate of 7.99%, and direction find compass with imported amount of 34.54 million USD, with year-on-year growth rate of 7.99%.

But due to the impact of Europe Debt Crisis, from January to September of 2011, the situation seems not very optimistic; some of sectors are dropping down. Only several products remain the increasing trend, radar apparatus, radio navigational app & radio import amount is 574.90 million USD, with year-on-year increase of 21.2%; other floating structures import amount is 12.34 million USD, with year-on-year increase of 3.1%; life-jacket & life-belts import amount is 10.92 million USD, with year-on-year increase of 34.17%; and for the direction find compass import amount is 26.45, year-on-year increase of 5.85%.

[4] Source: Source: China Customs

- **ITALIAN MARINE PRODUCTS EXPORT TO CHINA [5]**

According to the statistics and figures from China Customs (See the figures in the attachment from Page 7), the majority of the sector Italy listed in the tops 10s are advance manufactory products.

For marine piston engines, the amount value imported to China from Italy in 2010 is 6.86 million USD, ranking 11th in the world; and from January to September of 2011, the amount imported to China reached 8.23 million USD, increased 388.8% compared with the same period of last year, also ranking 11th in the world.

For radar apparatus, radio navigational app & radio, and the total amount value imported to China from Italy in 2010 is 32.08 million USD, with year-on-year growth rate of 233.6%, ranking 6th in the world; and from January to September of 2011, the amount imported to China is 13.17 million USD, decreased 2.6% compared with the same period of last year, but still ranking 9th in the world.

Regarding to the life-jackets & life-belts, in 2010, the total amount of imported value from Italy to China is around 0.05 million USD, with year-on-year growth rate of 90.7%, ranking 18th in the world; and from January to September of 2011, the amount imported to China is around 0.12 million USD, with year-on-year growth rate of 380.9%, ranking 11th in the world.

For the other sectors, Italy doesn’t have many advantages in the marine industry compare with the other countries, and it is clear that high technology products and traditional famous sector (like Italian engines, radar) and even marine accessories as life-jacket still have the certain market and top ranking in this industry.

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[5] Source: Source: China Customs

MARINE SERVICES INDUSTRY [6]

- **MARKET SIZE**

Despite its relatively short history, the Marine Services industry in China has developed strongly in recent years along with China's booming marine economy.

In the five years through 2011, industry revenue is expected to increase at an annualized rate of 12.7%, despite the negative effects of the global recession in late 2008 and 2009. Industry revenue is expected to total $208.7 million in 2011, and over the next five years is forecast to grow by 9.7% per annum to reach $330.9 million in 2016.

There are currently about 290 Chinese enterprises operating in this industry, with total employment of over 7,700. About 90% of marine services providers operate with annual revenue of less than $750,000. The top four companies in the industry jointly account for less than 30% of industry revenue, which shows a relatively low concentration level.

The foreign presence in this industry is mainly in the form of joint ventures with domestic enterprises. These joint ventures have a competitive advantage by combining local background with the technological strength of foreign investors.

In 2010, foreign investment (including Hong Kong, Taiwan and Macau) accounted for 3.3% of the total number of enterprises operating in the industry, generating 14.6% of total industry revenue.

The largest service segment in this industry is marine engineering services, accounting for about half of industry revenue in 2011.

Marine engineering comprises a wide variety of marine construction programs, such as land reclamation; exploration and development of marine mineral resources; subsea pipeline and cable projects; cross-sea bridges; tidal power stations; and large-scale marine farms.

Along with China's rapidly growing marine economy, marine engineering has developed strongly in the past decade. In 2009, marine engineering and construction had total value added of $12.24 billion, a 14.5% increase from 2009. Therefore, marine engineering services, including project consulting, design, development and monitoring and management, experienced strong demand and growth.

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[6] IBISWorld and ACMR China Industry Report- Marine Services in China: 7630

- **GEOGRAPHIC FOCUS**

Marine service providers are widely distributed across China's coastal areas. However, operating scales vary significantly from region to region. The industry's geographic distribution is largely determined by the scale of the local downstream marine economy. The Marine Services industry in China is concentrated in Bohai Rim Region, Pearl River Delta and Yangtze River Delta, which jointly account for over 90% of total industry revenue.

1. Bohai Rim Region

The Bohai rim region, including Liaoning province, Tianjin municipality and Shandong province, is the largest marine services provider in China. The Bohai Sea and East China Sea are the most highly developed sea areas in China for commercial purposes, which mainly include marine aquaculture and offshore oil exploitation. The offshore oil and gas industry in Tianjin alone represented 45.5% of total industry value added in China in 2010.

In the marine services industry, Tianjin is expected to account for 34.5% of industry revenue in 2011, followed by Shandong, the largest marine aquaculture province in China, at 15.4%. Marine service providers also exhibit significantly higher productivity than the average industry level, which is mainly due to economies of scale.

2. Pearl River Delta

The Pearl River Delta in southern China is the low-lying area alongside the Pearl River estuary where the Pearl River flows into the South China Sea. The Pearl River Delta is another marine economy base in China, with major marine related industries including coastal tourism, marine transportation, marine chemical industries and offshore oil and gas industries.

Guangdong province is the largest marine service provider in this region, accounting for an expected 21.8% of industry revenue in 2011. However, as the majority of marine service providers in Guangzhou are public institutions with government control, these over-staffed organizations display a significantly lower productivity than the overall industry.

3. Yangtze River Delta

The Yangtze River Delta comprises the triangular shaped territory of Shanghai, southern Jiangsu province and northern Zhejiang province. The Yangtze River Delta is the second-largest marine economy base in China, accounting for about 30% of total marine-related GDP in China in 2010.

In addition to its coastal tourism, marine transportation and marine fisheries, Yangtze River is the center of China's shipping industry. Zhejiang province and Fujian province are the largest marine service providers in this region, accounting for about 8.3% and 3.4% for industry revenue respectively in 2011.

- **DEMAND AND INVESTMENT**

Demand for marine services is largely determined by the performance of downstream marine activities. In 2010, China's marine-based economy generated total gross product of $529.3 billion, accounting for 9.5% China's total GDP, and 15.5% of gross product in China's coastal areas. Growth in marine engineering construction, the main user of marine services, was particularly strong in the past five years. Due to the fluctuating nature of the marine economy, yearly performances of the Marine Services industry in China have varied over the past five years.

Offshore oil and gas industries and the marine engineering construction industry were heavily hit by slowing domestic and global economies. Therefore, industry revenue increased by 9.8% in 2008, significantly lower than growth in 2006 and 2007. Following the government stimulus package and economic recovery, industry revenue grew strongly by 14.1% in 2009. In 2010, industry revenue again grew solidly, by 10.8%. Revenue is expected to further increase by 12.7% in 2011.

The presence of foreign investment in the industry is mainly limited to joint ventures with domestic enterprises. Due to the relatively small market size and low industry commercialization level, it is quite difficult for wholly owned foreign enterprises to expand their market share.

OUTLOOK AND TREND

- **OPPORTUNITIES**

According to the shipbuilding industry report issued by The State Council, China is embarking on major efforts to increase shipbuilding capacity. The country plans to build three major shipbuilding bases in the Bohai Gulf area, East China Sea and South China Sea.

The China State Shipbuilding Corporation (CSSC), the country's leading shipyard began construction on the Changxing Shipbuilding Base on the Shanghai coast in 2003. When completed in 2015, the Changxing base will be the largest shipyard in the world with annual shipbuilding capacity reaching eight million tons. Additionally, CSSC plans to build China's largest yacht building base in the Fengxian district of Shanghai.

China is building more deep-water berths to handle the larger fifth and sixth generation container vessels. The largest project is the construction of Yangshan deep-water port, approximately 20 miles offshore from Shanghai and linked to the mainland by a 32.5-kilometre causeway bridge.

The first phase was completed and put into operation at the end of 2005, including 5 new berths and a capacity of 2 million TEUs per year. And a second phase opened in December 2006, adding four berths on a 1.4-kilometer waterfront with a designed handling capacity of 2.1 million TEUs annually.

The original plan is to complete 50 berths by 2020, which will cost over USD10 billion. The master plan also includes a logistics park and new harbor city on the main land.

- **CHALLENGES** [7]

Due to the international financial crisis since the second half of 2008, the sharp decline in the international shipping market has greatly shocked the branch, which has significantly reduced orders for new ships, triggered difficulties for corporate financing, and increased the risk of honoring the agreement to deliver ships. The development of the world shipbuilding industry is facing grim situations.

[7] Status and Trends of Development of China's Shipbuilding Industry Report from Mrs. Lijuan NIE, Vice Secretary General of the China Association of the National Shipbuilding Industry (CANSI)

In response to the international financial crisis, the Chinese government proposed the general requirement of "maintaining growth, expanding the domestic demand, and adjusting structure". To promote the sustained, healthy and stable development of China's shipbuilding industry, the Chinese government promulgated the <Shipping Industry Restructuring and Revitalization Plan> (in brief: Plan), which was the action scheme for comprehensive measures as a response to the shipbuilding industry's grim situation.

The Plan clearly states that positive credit measures should be adopted to stabilize shipbuilding orders, defuse business risks, and ensure stable and repid development of the shipbuilding industry. It also states that new shipbuilding capacity should be controlled to promote a restructure of the shipbuilding industry, to improve the comprehensive strength of large shipbuilding companies, and to create new competitive advantages. Moreover, it states that innovation should be accelerated to develop high-tech and high-value-added ships, to develop offshore engineering equipment, and to foster new economic growth points. Specific measures are highlighted in the flowing:

The first measure to take is to increase the credit financing support for the production and operation of shipbuilding enterprises.

The second measure is to increase the buyer's credit supply for ship exports. Financial institutes are encouraged to increase the buyer's credit and money supply for ship exports to help large shipbuilding companies and other key enterprise groups stabilize the existing ship orders for export.

- **TREND** [8]

Regarding to the point of view from ship breakdown from China Shipbuilding Industry Association, the experts unanimously optimistic about liquefied natural gas (LNG) ships and large marine engineering equipment market, container ships, bulk carriers and oil tankers ship the three major markets, but with the global economic slowdown, these 3 types shipbuilding market demand will gradually decreased.

According to the above situation, China still is a potential marine industry market to participate and involved in. Especially many foreign players benefit from advanced technologies, and many more are expected to enter this industry in China to meet the growing demand for marine services. The entry of foreign firms will also enhance the overall technology levels of the industry and will intensify the level of competition.

[8] Source: China Ship News Newspaper Issue 85, 2011

CHINA IMPORT MARINE PRODUCTS BY CATEGORY

Millions of USD

HS Code	Description	Value			% Share			% Change
		2008	2009	2010	2008	2009	2010	10/09
840810	Marine Piston Engines	2,193.22	2,431.80	2,591.64	1.6	2.0	1.5	6.6
8526	Radar Apparatus, Radio Navigational App & Radio	581.84	549.68	684.29	0.2	0.2	0.2	24.5
8901	Cruise ships, cargo ships, barges and similar vessels	970.98	820.57	543.72	75.3	33.2	32.4	-33.7
8902	Fishing Vessels and Factory Ships	20.41	9.22	36.69	1.6	0.4	2.2	298.0
8904	Tugs and Pusher Craft	35.73	39.49	41.61	2.8	1.6	2.5	5.4
8905	Light Vessels, Dredgers; Floating Docks; Floating	38.41	765.08	206.16	3.0	31.0	12.3	-73.1
8907	Other Floating Structures	11.92	45.45	15.08	0.9	1.8	0.9	-66.8
63072000	Life-Jackets & Life-Belts	13.83	10.66	11.51	11.4	10.2	10.6	7.99
901410	Direction Find Compass	24.19	25.12	34.54	16.0	15.4	17.4	37.5

Source: China Customs

CHINA IMPORT MARINE PRODUCTS BY CATEGORY

(January – September)

Millions of USD

HS Code	Description	Value			% Share			% Change
		2009	2010	2011	2009	2010	2011	11/10
840810	Marine Piston Engines	1,863.91	1970.57	1811.39	2.1	1.6	1.2	-8.08
8526	Radar Apparatus, Radio Navigational App & Radio	402.90	474.21	574.90	0.2	0.2	0.2	21.2
8901	Cruise ships, cargo ships, barges and similar vessels	565.50	417.79	298.67	28.7	30.9	20.3	-28.5
8902	Fishing Vessels and Factory Ships	7.47	32.52	0.00	0.4	2.4	0.0	-100.0
8904	Tugs and Pusher Craft	26.24	30.48	24.79	1.3	2.3	1.7	-18.7
8905	Light Vessels, Dredgers; Floating Docks; Floating	764.73	192.64	71.63	38.8	14.2	4.9	-62.8
8907	Other Floating Structures	42.20	11.97	12.34	2.1	0.9	0.8	3.1
63072000	Life-Jackets & Life-Belts	8.46	8.14	10.92	10.8	10.0	12.8	34.17
901410	Direction Find Compass	17.90	24.99	26.45	15.1	17.4	14.5	5.85

Source: China Customs

CHINA TOTAL IMPORT 840810 – Marine Piston Engines

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2008	2009	2010	2008	2009	2010	10/09
	World	2193.22	2431.80	2591.64	100.0	100.0	100.0	6.6
1	South Korea	1049.19	1234.88	1427.72	47.8	50.8	55.1	15.6
2	Japan	391.57	421.45	538.70	17.9	17.3	20.8	27.8
3	Germany	342.40	252.49	240.89	15.6	10.4	9.3	-4.6
4	Finland	82.18	135.39	166.09	3.8	5.6	6.4	22.7
5	United States	109.23	137.25	106.69	5.0	5.6	4.1	-22.3
6	Denmark	14.62	19.50	20.35	0.7	0.8	0.8	4.3
7	United Kingdom	45.53	21.35	20.23	2.1	0.9	0.8	-5.3
8	Poland	18.62	16.49	19.84	0.9	0.7	0.8	20.3
9	Sweden	11.18	14.11	14.50	0.5	0.6	0.6	2.8
10	Norway	22.90	49.80	10.49	1.0	2.1	0.4	-78.9
11	Italy	18.63	38.94	6.86	0.9	1.6	0.3	-82.4

Source: China Customs

CHINA TOTAL IMPORT 840810 – Marine Piston Engines (January – September)

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2009	2010	2011	2009	2010	2011	11/10
	World	1863.91	1970.57	1811.39	100.0	100.0	100.0	-8.1
1	South Korea	927.28	1091.96	1022.91	49.8	55.4	56.5	-6.3
2	Japan	327.34	408.72	394.83	17.6	20.7	21.8	-3.4
3	Germany	186.64	186.32	181.59	10.0	9.5	10.0	-2.5
4	United States	114.17	79.91	70.51	6.1	4.1	3.9	-11.8
5	Finland	114.03	122.62	51.04	6.1	6.2	2.8	-58.4
6	United Kingdom	19.18	14.56	17.31	1.0	0.7	1.0	18.9
7	Sweden	10.85	10.33	11.34	0.6	0.5	0.6	9.8
8	Denmark	12.58	14.34	11.26	0.7	0.7	0.6	-21.5
9	Norway	45.35	10.45	10.57	2.4	0.5	0.6	1.1
10	Netherlands	11.67	1.93	9.82	0.6	0.1	0.5	410.1
11	Italy	30.15	1.68	8.23	1.6	0.1	0.5	388.8

Source: China Customs

CHINA TOTAL IMPORT - 8526 Radar Apparatus, Radio Navigational App & Radio

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2008	2009	2010	2008	2009	2010	10/09
	World	581.84	549.68	684.29	100.0	100.0	100.0	24.5
1	Japan	175.02	146.88	140.98	30.1	26.7	20.6	-4.0
2	United States	80.49	94.61	102.47	13.8	17.2	15.0	8.3
3	Germany	119.72	91.55	95.16	20.6	16.7	13.9	3.9
4	South Korea	15.72	28.53	71.01	2.7	5.2	10.4	148.9
5	Czech Republic	0.28	12.92	45.85	0.1	2.4	6.7	255.0
6	Italy	10.28	9.83	32.80	1.8	1.8	4.8	233.6
7	United Kingdom	24.97	30.95	29.81	4.3	5.6	4.4	-3.7
8	Portugal	0.00	8.26	25.15	0.0	1.5	3.7	204.4
9	Norway	33.69	38.60	19.64	5.8	7.0	2.9	-49.1
10	Taiwan	26.39	18.42	18.75	4.5	3.4	2.7	1.8

Source: China Customs

CHINA TOTAL IMPORT - 8526 Radar Apparatus, Radio Navigational App & Radio (January – September)

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2009	2010	2011	2009	2010	2011	11/10
	World	402.90	474.21	574.90	100.0	100.0	100.0	21.2
1	Japan	109.47	103.17	126.76	27.2	21.8	22.1	22.9
2	Germany	69.58	66.44	97.90	17.3	14.0	17.0	47.4
3	South Korea	21.07	47.47	83.57	5.2	10.0	14.5	76.1
4	Czech Republic	3.40	34.93	63.81	0.8	7.4	11.1	82.7
5	United States	73.68	78.38	53.92	18.3	16.5	9.4	-31.2
6	Norway	32.47	11.67	22.48	8.1	2.5	3.9	92.7
7	United Kingdom	23.52	23.79	17.72	5.8	5.0	3.1	-25.5
8	Spain	2.38	4.92	14.69	0.6	1.0	2.6	198.5
9	Italy	7.26	13.51	13.17	1.8	2.9	2.3	-2.6
10	Portugal	1.64	19.17	9.81	0.4	4.0	1.7	-48.8

Source: China Customs

CHINA TOTAL IMPORT 8901
- Cruise ships, cargo ships, barges and similar vessels

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2008	2009	2010	2008	2009	2010	10/09
	World	970.98	820.57	543.72	100.0	100.0	100.0	-33.7
1	Japan	600.80	579.05	277.17	61.9	70.6	51.0	-52.1
2	South Korea	53.07	115.67	115.86	5.5	14.1	21.3	0.2
3	Germany	0.00	12.03	56.56	0.0	1.5	10.4	370.0
4	Romania	0.00	0.00	14.76	0.0	0.0	2.7	0.0
5	Poland	0.00	0.00	6.31	0.0	0.0	1.2	0.0
6	Norway	0.00	0.00	3.50	0.0	0.0	0.6	0.0
7	Macau	2.04	3.42	3.09	0.2	0.4	0.6	-9.7
8	Hong Kong	2.72	1.94	2.37	0.3	0.2	0.4	22.0
9	United States	0.09	0.00	0.36	0.0	0.0	0.1	0.0
10	Australia	0.00	0.00	0.03	0.0	0.0	0.0	0.0
37	Italy	126.83	0.00	0.00	13.1	0.0	0.0	0.0

Source: China Customs

CHINA TOTAL IMPORT 8901
- Cruise ships, cargo ships, barges and similar vessels
(January – September)

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2009	2010	2011	2009	2010	2011	11/10
	World	565.50	417.79	298.67	100.0	100.0	100.0	-28.5
1	Japan	471.87	225.68	156.44	83.4	54.0	52.4	-30.7
2	Denmark	18.71	0.00	37.04	3.3	0.0	12.4	0.0
3	Australia	0.00	0.03	31.50	0.0	0.0	10.6	0.0
4	Singapore	0.00	0.00	7.72	0.0	0.0	2.6	0.0
5	Germany	12.03	41.40	5.00	2.1	9.9	1.7	-87.9
6	Macau	2.59	2.10	2.72	0.5	0.5	0.9	29.2
7	Hong Kong	1.31	2.06	1.84	0.2	0.5	0.6	-10.7
8	Korea, South	19.10	74.57	1.80	3.4	17.9	0.6	-97.6
9	Philippines	0.00	0.00	1.50	0.0	0.0	0.5	0.0
10	Russia	0.00	0.00	0.19	0.0	0.0	0.1	0.0
27	Italy	0.00	0.00	0.00	0.0	0.0	0.0	0.0

Source: China Customs

CHINA TOTAL IMPORT 8902 - Fishing Vessels and Factory Ships

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2008	2009	2010	2008	2009	2010	10/09
	World	20.41	9.22	36.69	100.0	100.0	100.0	298.0
1	Germany	0.00	0.00	29.54	0.0	0.0	80.5	0.0
2	Poland	0.00	0.00	2.98	0.0	0.0	8.1	0.0
3	Japan	7.11	9.22	2.96	34.8	100.0	8.1	-67.8
4	Taiwan	9.50	0.00	1.20	46.5	0.0	3.3	0.0
5	Spain	0.00	0.00	0.00	0.0	0.0	0.0	0.0
6	Ukraine	0.00	0.00	0.00	0.0	0.0	0.0	0.0
7	Korea, South	1.00	0.00	0.00	4.9	0.0	0.0	0.0
8	New Zealand	0.00	0.00	0.00	0.0	0.0	0.0	0.0
9	Canada	0.00	0.00	0.00	0.0	0.0	0.0	0.0
10	United States	0.00	0.00	0.00	0.0	0.0	0.0	0.0

Italy is not listed in the ranking for this HS code product

Source: China Customs

CHINA TOTAL IMPORT 8902 - Fishing Vessels and Factory Ships
(January – September)

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2009	2010	2011	2009	2010	2011	11/10
	World	7.47	32.52	0.00	100.00	100.0	100.0	-100.0
1	Canada	0.00	0.00	0.00	0.00	0.0	0.0	0.0
2	United States	0.00	0.00	0.00	0.00	0.0	0.0	0.0
3	Germany	0.00	29.54	0.00	0.00	90.9	0.0	-100.0
4	Netherlands	0.00	0.00	0.00	0.00	0.0	0.0	0.0
5	Poland	0.00	2.98	0.00	0.00	9.2	0.0	-100.0
6	Portugal	0.00	0.00	0.00	0.00	0.0	0.0	0.0
7	Russia	0.00	0.00	0.00	0.00	0.0	0.0	0.0
8	Spain	0.00	0.00	0.00	0.00	0.0	0.0	0.0
9	Ukraine	0.00	0.00	0.00	0.00	0.0	0.0	0.0
10	Japan	7.47	0.00	0.00	100.00	0.0	0.0	0.0

Italy is not listed in the ranking for this HS code product

Source: China Customs

CHINA TOTAL IMPORT 8904 - Tugs and Pusher Craft

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2008	2009	2010	2008	2009	2010	10/09
	World	35.73	39.49	41.61	100.0	100.0	100.0	5.4
1	Japan	15.09	22.23	18.68	42.2	56.3	44.9	-16.0
2	Singapore	0.00	0.62	6.77	0.0	1.6	16.3	994.2
3	Thailand	0.00	0.00	5.48	0.0	0.0	13.2	0.0
4	South Korea	6.24	1.25	3.99	17.5	3.2	9.6	220.5
5	Poland	0.00	0.00	1.98	0.0	0.0	4.8	0.0
6	Macau	0.60	0.67	0.84	1.7	1.7	2.0	25.1
7	Hong Kong	0.17	0.15	0.27	0.5	0.4	0.7	75.7
8	Canada	0.00	0.00	0.00	0.0	0.0	0.0	0.0
9	Germany	13.48	0.00	0.00	37.7	0.0	0.0	0.0
10	Netherlands	0.00	0.00	0.00	0.0	0.0	0.0	0.0

Italy is not listed in the ranking for this HS code product

Source: China Customs

CHINA TOTAL IMPORT 8904 - Tugs and Pusher Craft
(January – September)

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2009	2010	2011	2009	2010	2011	11/10
	World	26.24	30.48	24.79	100.0	100.0	100.0	-18.7
1	South Korea	0.00	3.99	6.98	0.0	13.1	28.1	74.8
2	Japan	12.99	14.50	5.17	49.5	47.6	20.9	-64.3
3	Macau	0.52	0.69	0.66	2.0	2.3	2.7	-4.9
4	Hong Kong	0.12	0.23	0.19	0.4	0.8	0.8	-17.0
5	Canada	0.00	0.00	0.00	0.0	0.0	0.0	0.0
6	Germany	0.00	0.00	0.00	0.0	0.0	0.0	0.0
7	Netherlands	0.00	0.00	0.00	0.0	0.0	0.0	0.0
8	Poland	0.00	1.98	0.00	0.0	6.5	0.0	-100.0
9	Russia	0.00	0.00	0.00	0.0	0.0	0.0	0.0
10	Indonesia	0.00	0.00	0.00	0.0	0.0	0.0	0.0

Italy is not listed in the ranking for this HS code product

Source: China Customs

CHINA TOTAL IMPORT 8905 - Light Vessels, Dredgers; Floating Docks; Floating

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2008	2009	2010	2008	2009	2010	10/09
	World	38.41	765.08	206.16	100.0	100.0	100.0	-73.1
1	Netherlands	0.00	0.00	97.09	0.0	0.0	47.1	0.0
2	Japan	17.47	31.44	47.02	45.5	4.1	22.8	49.6
3	Thailand	0.00	0.00	29.05	0.0	0.0	14.1	0.0
4	Korea, South	0.00	37.00	10.98	0.0	4.8	5.3	-70.3
5	United States	18.57	0.25	1.62	48.3	0.0	0.8	547.6
6	Macau	0.00	0.11	1.32	0.0	0.0	0.6	1160.7
7	Sweden	0.00	0.00	0.07	0.0	0.0	0.0	0.0
8	Norway	0.00	0.00	0.00	0.0	0.0	0.0	0.0
9	Russia	0.00	0.00	0.00	0.0	0.0	0.0	0.0
10	Spain	0.00	0.00	0.00	0.0	0.0	0.0	0.0
27	Italy	0.00	0.00	0.00	0.0	0.0	0.0	0.0

Source: China Customs

CHINA TOTAL IMPORT 8905 - Light Vessels, Dredgers; Floating Docks; Floating (January – September)

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2009	2010	2011	2009	2010	2011	11/10
	World	764.73	192.64	71.63	100.0	100.0	100.0	-62.8
1	Norway	0.00	0.00	63.00	0.0	0.0	88.0	0.0
2	Japan	31.44	37.17	5.13	4.1	19.3	7.2	-86.2
3	Netherlands	0.00	93.57	1.78	0.0	48.6	2.5	-98.1
4	Finland	0.00	0.00	0.79	0.0	0.0	1.1	0.0
5	United States	0.00	1.55	0.39	0.0	0.8	0.5	-75.0
6	Macau	0.00	1.25	0.04	0.0	0.7	0.1	-96.9
7	Hong Kong	0.01	0.00	0.00	0.0	0.0	0.0	0.0
8	South Korea	37.00	10.98	0.00	4.8	5.7	0.0	-100.0
9	Singapore	696.27	0.00	0.00	91.1	0.0	0.0	0.0
10	Thailand	0.00	29.05	0.00	0.0	15.1	0.0	-100.0
27	Italy	0.00	0.00	0.00	0.0	0.0	0.0	0.0

Source: China Customs

CHINA TOTAL IMPORT 8907 – Other Floating Structures

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2008	2009	2010	2008	2009	2010	10/09
	World	11.92	45.45	15.08	100.0	100.0	100.0	-66.8
1	Thailand	1.03	1.80	4.14	8.7	4.0	27.4	129.4
2	France	0.94	1.16	3.73	7.9	2.5	24.7	222.2
3	United States	1.75	3.00	2.51	14.7	6.6	16.6	-16.3
4	United Kingdom	1.47	1.57	1.20	12.3	3.5	7.9	-23.9
5	Denmark	2.41	1.63	1.02	20.2	3.6	6.8	-37.5
6	Singapore	0.48	1.64	0.63	4.1	3.6	4.2	-61.7
7	Germany	1.63	0.64	0.58	13.6	1.4	3.9	-8.5
8	Norway	1.03	0.09	0.57	8.6	0.2	3.8	513.0
9	Vietnam	0.00	0.13	0.27	0.0	0.3	1.8	112.6
10	South Korea	0.03	32.73	0.14	0.3	72.0	0.9	-99.6
27	Italy	0.04	0.02	0.00	0.3	0.1	0.0	-84.4

Source: China Customs

CHINA TOTAL IMPORT 8907 – Other Floating Structures
(January – September)

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2009	2010	2011	2009	2010	2011	11/10
	World	42.20	11.97	12.34	100.0	100.0	100.0	3.1
1	Thailand	1.16	2.94	3.83	2.7	24.6	31.0	30.1
2	United States	2.52	1.64	2.27	6.0	13.7	18.4	38.7
3	United Kingdom	1.42	1.05	1.72	3.4	8.8	13.9	63.6
4	Singapore	1.61	0.58	1.38	3.8	4.9	11.2	136.5
5	France	1.03	3.35	0.69	2.4	28.0	5.6	-79.3
6	Denmark	1.26	0.86	0.61	3.0	7.2	5.0	-28.7
7	Germany	0.52	0.46	0.61	1.2	3.8	4.9	32.6
8	Finland	0.00	0.00	0.42	0.0	0.0	3.4	0.0
9	Italy	0.02	0.00	0.19	0.1	0.0	1.5	5705.7
10	Japan	0.13	0.02	0.18	0.3	0.2	1.4	840.2

Source: China Customs

CHINA TOTAL IMPORT – 63072000 Life-Jackets & Life-Belts

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2008	2009	2010	2008	2009	2010	10/09
	World	24.19	25.12	34.54	100.0	100.0	100.0	37.5
1	United States	3.96	2.62	3.32	28.7	24.6	28.9	26.9
2	Germany	2.75	2.78	2.89	19.9	26.1	25.1	4.0
3	Thailand	0.12	1.02	1.03	0.9	9.6	9.0	1.5
4	Philippines	0.71	0.91	1.02	5.1	8.6	8.9	11.7
5	Slovakia	0.63	0.61	0.51	4.6	5.7	4.5	-16.1
6	Taiwan	0.39	0.42	0.40	2.8	3.9	3.5	-3.8
7	Japan	0.34	0.17	0.34	2.5	1.6	3.0	97.8
8	Korea, South	0.25	0.18	0.33	1.8	1.7	2.8	80.8
9	France	0.40	0.24	0.32	2.9	2.3	2.8	32.4
10	United Kingdom	0.40	0.42	0.24	2.9	3.9	2.1	-43.5
18	Italy	0.09	0.02	0.05	0.6	0.2	0.4	90.7

Source: China Customs

CHINA TOTAL IMPORT – 63072000 Life-Jackets & Life-Belts
(January – September)

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2009	2010	2011	2009	2010	2011	11/10
	World	8.46	8.14	10.92	100.0	100.0	100.0	34.2
1	United States	2.16	2.13	4.78	25.5	26.1	43.8	125.0
2	Germany	2.20	2.07	1.80	26.0	25.5	16.5	-12.9
3	Thailand	0.85	0.80	0.95	10.0	9.8	8.7	19.3
4	Philippines	0.75	0.75	0.94	8.8	9.2	8.6	25.1
5	Japan	0.12	0.24	0.39	1.4	3.0	3.6	63.7
6	United Kingdom	0.39	0.16	0.35	4.6	2.0	3.2	121.6
7	Taiwan	0.29	0.32	0.29	3.4	3.9	2.7	-9.4
8	France	0.13	0.23	0.25	1.6	2.9	2.3	6.3
9	Slovakia	0.48	0.33	0.17	5.7	4.1	1.6	-48.2
10	Denmark	0.21	0.12	0.15	2.5	1.5	1.3	17.6
11	Italy	0.02	0.02	0.12	0.3	0.3	1.1	380.9

Source: China Customs

CHINA TOTAL IMPORT - 901410 Direction Find Compass

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2008	2009	2010	2008	2009	2010	10/09
	World	24.19	25.12	34.54	100.0	100.0	100.0	37.5
1	Japan	10.11	13.18	16.35	41.8	52.5	47.3	24.1
2	Germany	8.06	6.42	10.10	33.3	25.6	29.2	57.2
3	United States	0.95	1.63	3.05	3.9	6.5	8.8	87.9
4	United Kingdom	2.20	1.59	1.87	9.1	6.3	5.4	18.1
5	Mexico	0.00	0.00	0.90	0.0	0.0	2.6	0.0
6	Norway	1.43	0.67	0.63	5.9	2.7	1.8	-5.6
7	Korea, South	0.02	0.15	0.44	0.1	0.6	1.3	182.5
8	Hong Kong	0.18	0.19	0.28	0.8	0.8	0.8	47.8
9	Italy	0.00	0.04	0.20	0.0	0.2	0.6	413.3
10	Singapore	0.36	0.29	0.15	1.5	1.2	0.4	-49.9

Source: China Customs

CHINA TOTAL IMPORT - 901410 Direction Find Compass
(January – September)

Millions of USD

Rank	Country /Region	Value			% Share			% Change
		2009	2010	2011	2009	2010	2011	11/10
	World	17.90	24.99	26.45	100.0	100.0	100.0	5.9
1	Japan	9.35	12.01	13.00	52.2	48.0	49.2	8.3
2	Germany	4.75	6.76	8.64	26.5	27.1	32.7	27.7
3	United States	0.67	2.48	1.16	3.8	9.9	4.4	-53.4
4	United Kingdom	1.27	1.31	0.80	7.1	5.2	3.0	-38.7
5	Mexico	0.00	0.60	0.68	0.0	2.4	2.6	13.6
6	France	0.03	0.01	0.52	0.2	0.0	2.0	9050.9
7	Norway	0.44	0.57	0.50	2.5	2.3	1.9	-12.2
8	Korea, South	0.13	0.32	0.36	0.7	1.3	1.4	13.2
9	Singapore	0.26	0.13	0.32	1.5	0.5	1.2	145.5
10	Finland	0.05	0.06	0.16	0.3	0.2	0.6	158.5
11	Italy	0.04	0.20	0.06	0.2	0.8	0.2	-68.1

Source: China Customs

MARINE RELATED PRODUCTS IMPORT ARIFF IN CHINA

Tariff Item.	Article Description	Unit	MFN (%)	VAT (%)	ED (%)
6307.2000	Life-Jackets and life-belts	set/piece	14.0	17	16
8408.10	Marine propulsion engines	set/piece	5.0	17	17
8526	**Radar apparatus, radio navigational aid apparatus and radio remote control apparatus:**				
8526.1010	Radar apparatus: For navigational aid	set/piece	2.0	17	
8901	**Cruise ships, excursion boats, ferryboats, cargo ships, barges and similar vessels for the transport of persons or goods:**				
8901.1010	Motor vessels	set/piece	5.0	17	
89011010.10	Hi-speed passenger vessels	set/piece	5.0	17	17
89011010.90	Other motor cruise ships, motor excursion boats and motor ferry-boats of all kinds	set/piece	5.0	17	17
8901.1090	Others: - Tankers - Finished old tankers	set/piece	8.0	17	17
8901.2011	Loading not exceeding 100000t	set/piece	9.0	17	17
8901.2012	Loading exceeding 100000t, but not exceeding 300000t	set/piece	9.0	17	17
8901.2013	Crude oil tankers: Loading exceeding 300000t	set/piece	6.0	17	17
8901.2021	Loading not exceeding 150000t	set/piece	9.0	17	17
8901.2022	Loading exceeding 150000t, but not exceeding 300000t	set/piece	9.0	17	17
8901.2023	Loading exceeding 300000t	set/piece	6.0	17	17
8901.2031	Liquefied Petroleum gas carriers: Volume with 20000 m3	set/piece	9.0	17	17
8901.2032	Volume more than 20000 m3	set/piece	6.0	17	17
8901.2041	Liquefied natural gas carriers: Volume with 20000 m3 or less	set/piece	9.0	17	17
8901.2042	Volume more than 20000 m3	set/piece	6.0	17	17
8901.2090	Other	set/piece	9.0	17	17
8901.3000	- Refrigerated vessels, other than those of subheading No.8921.20 - Other vessels for the transport of goods and other vessels for transport of both persons and goods: Motor container vessels	set/piece	9.0	17	17

Tariff Item.	Article Description	Unit	MFN (%)	VAT (%)	ED (%)
8901.9021	Capable loading standard containers with 6000 or less	set/piece	9.0	17	17
8901.9022	Capable loading standard containers more than 6000	set/piece	6.0	17	17
8901.9031	Motor Ro-Ro carriers: Loading with 20000t or less	set/piece	9.0	17	17
8901.9032	Loading more than 20000t	set/piece	6.0	17	17
8901.9041	Loading not exceeding 150000t	set/piece	9.0	17	17
8901.9042	Loading exceeding 150000t, not exceeding 300000t	set/piece	9.0	17	17
8901.9043	Loading exceeding 300000t	set/piece	9.0	17	17
8901.9050	Multi-purposes motor vessels	set/piece	9.0	17	17
8901.9080	Other motor vessels	set/piece	9.0	17	17
8901.9090	Other non-motor vessels	set/piece	8.0	17	15
8902	**Fishing vessels; factory ships and other vessels for processing or preserving fishery products:**				
8902.0010	Motor vessels	set/piece	7.0	17	17
8902.0090	Other	set/piece	8.0	17	13
8904	**Tugs and pusher craft:**				
8904.0000	Tugs and pusher craft	set/piece	9.0	17	17
8905	**Light-vessels, fire-floats, dredgers, floating cranes, and other vessels the navigability of which is subsidiary to their main function; floating docks; floating or submersible drilling or production platforms:**				
8905.1000	Dredgers	set/piece	3.0	17	17
8905.2000	Floating or submersible drilling or production platforms	set/piece	6.0	17	17
8905.9010	Other: Floating docks	set/piece	8.0	17	17
8905.9090	Others	set/piece	3.0	17	17

Tariff Item.	Article Description	Unit	MFN (%)	VAT (%)	ED (%)
8907	**Other floating structures (for example, rafts, tanks, cofferdams, landing stages, buoys and beacons):**				
8907.1000	Inflatable rafts	set/piece	8.0	17	15
8907.9000	Other	set/piece	8.0	17	
8907.9000.10	Floating structures containing vegetable materials	set/piece	8.0	17	15
8907.9000.90	Other floating structures	set/piece	8.0	17	15
901410	Direction finding compasses	set/piece	2.0	17	17

Source: China Customs

Remark:

- MFN: Most-favored-Nation treatment
- VAT: Value Added Tax
- ED: Export Rebates
- All the % are only available in 2011, some of the rates will change accordingly next year.