

**MARITIME KNOWLEDGE SHIPPING SESSION 35:  
CHINA'S OBOR: ONE BELT, ONE ROAD**

**THURSDAY 29 JUNE 2017, 2 – 5PM**

STI Auditorium, Capital Tower, Level 9, Singapore 068912

**SERIES 11**  
SESSION 35  
A MARITIME KNOWLEDGE SHIPPING SESSION

# OBOR: CHINA'S ONE BELT, ONE ROAD

**SPEAKERS**  
**MR. ASAD ALI**  
SENIOR ANALYST ASIA-PACIFIC  
IHS MARKIT

**MR. TON VAN DEN BOSCH**  
ENERGY & SHIPPING COUNSEL, SINGAPORE  
INCE & CO SINGAPORE LLP

**DATE & TIME**  
29 JUNE 2017, THURSDAY, 2PM – 5PM

**VENUE**  
STI AUDITORIUM  
9TH FLOOR  
CAPITAL TOWER  
168 ROBINSON ROAD  
SINGAPORE 068912

**PRESENTED BY**  
SMF Singapore Maritime Foundation

**SPONSORED BY**  
GIA GENERAL INSURANCE ASSOCIATION  
LCH LOCKTON

Dear Members,

The General Insurance Association of Singapore (GIA) and the Singapore Maritime Foundation (SMF) are jointly organizing the second session in 2017 titled **"OBOR: China's One Belt, One Road"** on **Thursday, 29 June from 2pm to 5pm, at the Capital Tower, Level 9, STI Auditorium.**

The talk is part of the Maritime Knowledge Shipping Sessions, a series of seminars where maritime experts are invited to present insights about their specialisations to enhance the maritime knowledge of our insurance professionals and the maritime community.

This seminar is free-of-charge. The MKSS seminars have been proudly sponsored by L.C.H. Lockton (S) Pte Ltd since 2007.

## REGISTRATION

To attend the seminar, please register online via URL:

[http://www.gia.org.sg/registration\\_form/reg\\_mkss.php](http://www.gia.org.sg/registration_form/reg_mkss.php) by **Friday, 23 June 2017.**

The registration site will not be accessible after the deadline. This seminar is limited to 200 people only and pre-registration to this seminar is required. 3 CPD hours will be given upon request from participants. Kindly register early to avoid disappointment.

**For more information, please contact GIA Secretariat at [winston.lim@gia.org.sg](mailto:winston.lim@gia.org.sg) or 6221 8788 extn 211.**

Thank you and best wishes

Derek Teo  
Chief Executive  
General Insurance Association of Singapore

## PROGRAMME

In this Maritime Knowledge Shipping Session, we are pleased to have three industry experts to share their knowledge on the topic –**OBOR: China's One Belt, One Road**. Through their presentations, participants can expect to gain a well-rounded understanding of the topic.

## AGENDA

TIME	PROGRAMME	SPEAKER	DURATION
14:00	Opening Address	<b>Mr. Michael Gourlay</b> GIA Management Committee Member and Marine Insurance Convenor	10 minutes
14:10	Clarifying OBOR through the China-Pakistan Economic Corridor	<b>Mr. Asad Ali</b> Senior Analyst Asia-Pacific IHS Markit Country Risk	40 minutes
14:50	Tea break		20 minutes
15:10	China's belt and road initiative	<b>Mr. Ton van den Bosch</b> Energy & Shipping Counsel – Singapore Ince & Co LLP	30 minutes
15:40	Q&A Session	<u>Moderated by:</u> <b>Mr Rama Chandran</b> Head of Marine, Singapore QBE Insurance (Singapore) Pte Ltd	40 minutes
16.20	Closing Address	<b>Mr. David Chin</b> Executive Director Singapore Maritime Foundation and and GIA Marine Committee Member	15 minutes

## SPEAKERS' PROFILES



**Mr. Asad Ali**  
**Senior Analyst Asia-Pacific**  
**IHS Markit Country Risk**

Asad is a senior analyst with the Asia Pacific desk at the IHS Markit Country Risk and Forecasting Team. He has five years of experience in advising clients on regulatory and security environments with particular emphasis on Pakistan, Bangladesh, Afghanistan and Sri Lanka. Currently based in Kuala Lumpur, Asad is a key point of contact for clients in the Asia Pacific region.

Asad's work involves indicator-based risk forecasting, authoring reactionary, in-depth, and bespoke client reports, and maintaining our qualitative risk ratings. Asad has recently worked on projects assessing the regional and domestic impact of the China-Pakistan Economic Corridor and mapping political influence in Pakistan and Bangladesh. He has led an assisted numerous research consulting projects for clients in the telecoms, energy and infrastructure sectors and has presented research findings to the boards of multinational companies. Asad's media work has included appearances on Al Jazeera and France 24, as well as interviews in the New York Times, Bloomberg and Deutsche Welle. Asad has an MA in International Relations from the University of Warwick and a LLB from City University London. Asad speaks Urdu and Punjabi.

### **Synopsis: Clarifying OBOR through the China-Pakistan Economic Corridor**

The scope of China's One Belt One Road (OBOR) cannot be underestimated. The Chinese government estimates that more than 60 countries in three continents will be affected, potentially impacting 4.4 billion people. Various studies suggest that China's outward investment will need to exceed USD2-trillion over the next ten years for OBOR to meet the Chinese leadership's ambitious plans. But beyond the numbers, OBOR remains a fluid and vaguely defined concept. This makes it challenging for businesses – including the shipping industry – to effectively strategise for emerging trends in global trade, investment and politics that OBOR can feasibly trigger.

This presentation will attempt to clarify OBOR and its potential impact by initially placing the initiative within the context of China's growing regional ambitions as well as its increasingly crucial domestic considerations, including the need to support the country's transitioning economy. More broadly, the presentation will outline the likely land and shipping routes that will emerge and gain momentum from OBOR in the coming years and the potential impact that these may have on the shipping industry. Ultimately, however, OBOR is a collection of several smaller infrastructure projects that each entail their own political risks that will have a major impact on whether the broader initiative succeeds or not. With

this in mind, the presentation will then examine the China-Pakistan Economic Corridor (CPEC) in more focus.

CPEC is strategically significant in that it aims to connect China's western region to the Arabian Sea and trade with the Middle East. China has already pledged more than USD50-billion towards CPEC – a component of OBOR that is increasingly perceived by Chinese officials as a “model” for future bilateral collaboration. As such, China's strategy in Pakistan serves as an indicator of China's attitude towards OBOR more broadly. Aside from outlining the exact projects and crucial land-based transport links being developed as part of CPEC, the presentation will identify the political and violent risks that Chinese investment in Pakistan is likely to give rise to.



**Mr Ton van den Bosch**  
**Energy, Shipping Counsel – Singapore**  
**Ince & Co**

Ton van den Bosch is a counsel at Ince & Co in Singapore and heads the global ports practice (<http://www.incelaw.com/en/sectors/energy/ports-and-maritime-infrastructure>).

Ton's expertise integrates all aspects of port development and he has particular expertise in frontier and emerging markets in Europe, Africa and in Asia. Educated in the Netherlands, Ton is qualified to practice in England and Wales and in the Netherlands. Ton previously served as general counsel for an oil & gas company and, more recently, a global terminal operator

### **Synopsis: China's belt and road initiative**

Launched in 2013, the belt and road initiative involves China underwriting infrastructure investment in more than 60 countries in Asia, the Middle East, Africa and Europe. Last month, President Xi Jinping committed about \$150bn in infrastructure investment a year, including on roads, railways, pipelines, power plants and ports. As part of the belt and road initiative, China is building a 21st Century Maritime Silk Road around the South China Sea, the South Pacific Ocean and the Indian Ocean, with investments in Pakistan, Sri Lanka, Djibouti, Myanmar and elsewhere. Ton van den Bosch will give an introduction to this new Maritime Silk Road (geographical cover, goals, partners and scale) and he will also cover the impact on existing ports, shipping lines, geopolitics as well legal implications.

## MODERATOR PROFILE



**Mr Rama Chandran**  
**Head of Marine, Singapore**  
**QBE Insurance (Singapore) Pte Ltd**

Rama Chandran was appointed in August 2015 as Head of Marine for QBE Singapore. He is also the Asia Pacific lead for hull and liability. Rama comes with more than 30 years of extensive industry and marine underwriting experience. Prior to QBE, Rama worked as a Class Underwriter, Marine and Energy for Argo Global Underwriting Asia Pacific. Before that, he was the Head of Marine, SVP for Asia Capital Reinsurance Group Singapore managing a team of underwriters for both Facultative and Treaty business covering Asia, GCC, Central Asia, Turkey and Australia/New Zealand. Rama is a marine engineer by trade and has worked for Neptune Orient Lines Singapore prior to joining the insurance industry.

Rama holds a Masters of Business Administration from University of Leicester and is a member of Society of Naval Architect & Marine Engineering and Singapore Maritime Officers' Union. He is a qualified Marine Engineer Officer (Class 1 Motorship) under the Merchant Shipping Act (Chapter 172) to serve in a Merchant Motorship.

Rama is a member of the Ocean Hull Committee of the International Union of Marine Insurance (IUMI) since 2017.