

SHIPPERS TODAY

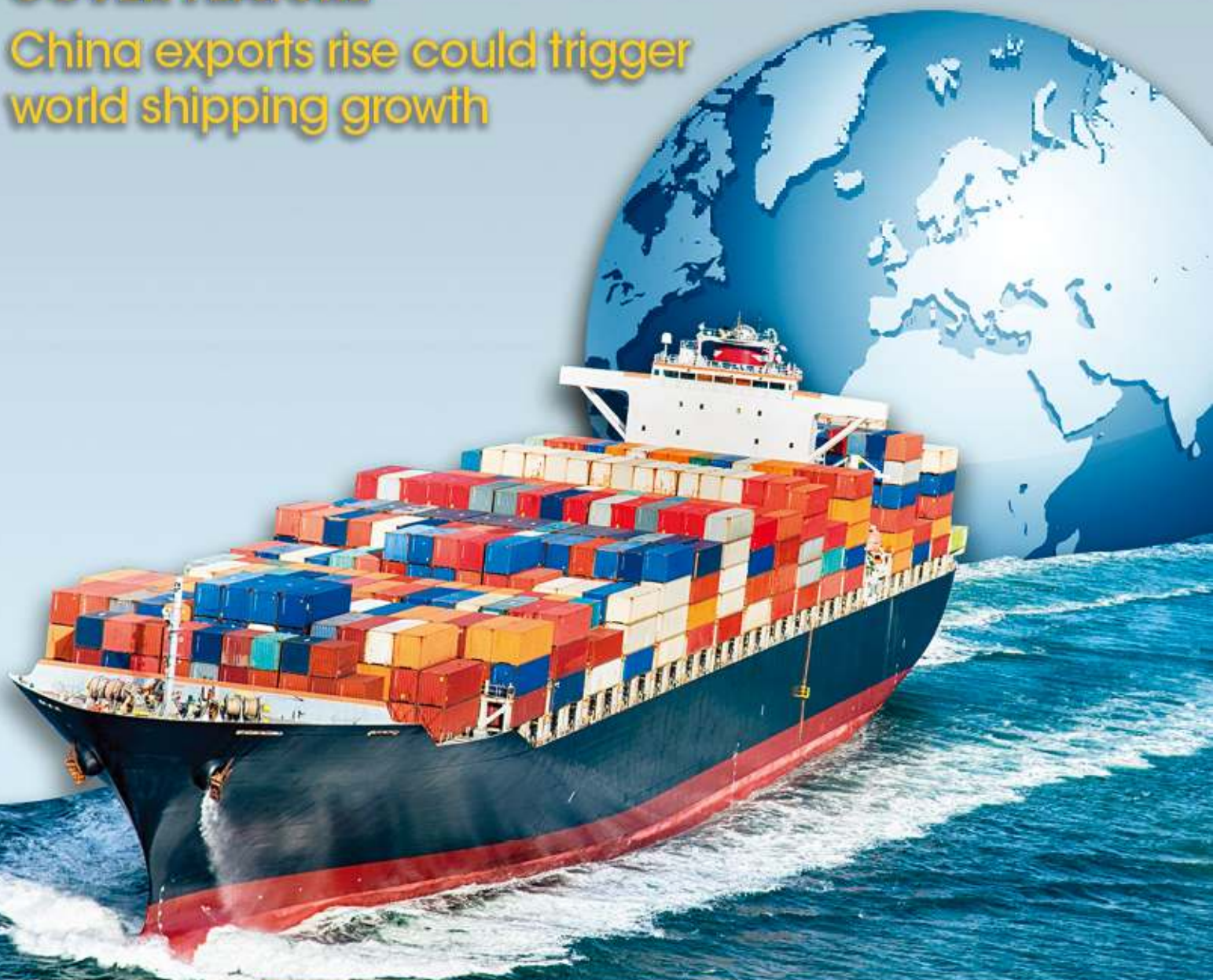
付
貨
人

MAY-JUN 2020

Vol.43 No.3

COVER FEATURE

China exports rise could trigger
world shipping growth



Chairman's Message
The upsides of the pandemic



THE HONG KONG SHIPPERS' COUNCIL

ISSN 1561-1175



The Airport Freight Forwarding Centre (AFFC) is operated by Airport Freight Forwarding Centre Company Limited, a member of Sun Hung Kai Properties Group. AFFC is close to the cargo terminals at Hong Kong International Airport. It offers over 1.5 million square feet warehouse space and offices for lease.



**AFFC IS A WORLD-CLASS INTERNATIONAL
AIR CARGO CONSOLIDATION CENTRE
SITUATED IN HONG KONG INTERNATIONAL AIRPORT**

Leasing Hotline : (852) 2827 2002

www.affc.com.hk

2 Chun Wan Road, Chek Lap Kok, Hong Kong

SHIPPERS TODAY

MAY-JUN 2020

Vol.43 No.3

CONTENTS

CHAIRMAN'S MESSAGE	02
<i>The upsides of the pandemic</i>	
CHANS' ADVICE	04
<i>PRC Maritime Code</i>	
COVER FEATURE	12
<i>China exports rise could trigger world shipping growth</i>	
LOGISTICS	24
<i>Supply chain intelligence: challenges and the road ahead</i>	
<i>China's logistics sector keeps recovering in April</i>	
<i>India's logistics industry to level up with global standards</i>	
<i>New freight train service links S. China's manufacturing hub with Europe</i>	
<i>Supply Chain Insights by Mark Millar</i>	
AIR	32
<i>Turkish Cargo achieves highest growth among top 25 air cargo carriers</i>	
<i>Turkish Cargo first cargo airline to hold three CEIV certificates</i>	
<i>Turkish Cargo maintains "air bridge" built by Turkish Airlines</i>	
<i>Built for the future</i>	
PORT	36
<i>Port authorities sign declaration to keep ports open amid pandemic</i>	
<i>Port of Hamburg again honoured as "Best Logistics Brand"</i>	
SHIPPING	38
<i>Governments must facilitate ship crew changes</i>	
ECONOMY	40
<i>European Commission forecasts historic recession this year</i>	
TRADE	42
<i>China's exports rebound in April amid COVID-19 control</i>	
INNOVATION	44
<i>Magnetic RAM to enable higher data storage</i>	
NEWS	46
<i>World News at a glance</i>	
<i>China News at a glance</i>	
EVENTS & ANNOUNCEMENTS	56
TRANSPORT STATISTICS	62
主席的話	64
<i>疫境自強 走出困局</i>	
物流	66
<i>新冠疫情對中國物流業的影響及應對措施簡介</i>	



Editor L. Tam
Editorial Committee H.Y. Hung
Daniel Lam
Chinese Section Fennie Chung
Research & Statistics Fennie Chung
Ron Chan
Advertising Ron Chan
Circulation Jenny Tsai
Patrick Poon
Joyce Man
Publisher Sunny Ho
Design Y.M. Tang
Printer Wellit International
Printing (HK) Limited

Address : Flat V, Phase 3, 10/F, Kwun Tong Industrial Centre, 448 Kwun Tong Road, Kwun Tong, Kowloon, Hong Kong.

The views expressed in this publication do not necessarily reflect those of the Hong Kong Shippers' Council.

本雙月刊文章內容僅代表筆者意見，並不代表本會立場。

The Hong Kong Shippers' Council is comprised of Founder members, Ordinary members and Associate members. Founder members: Chinese Manufacturers' Association of Hong Kong, Federation of Hong Kong Industries, Hong Kong Exporters' Association, Hong Kong General Chamber of Commerce, Indian Chamber of Commerce, Hong Kong. Ordinary members: Chinese General Chamber of Commerce, Hong Kong, Federation of Hong Kong Garment Manufacturers, Hong Kong Association of Freight Forwarding and Logistics Ltd., Hong Kong Knitwear Exporters & Manufacturers Association, Hong Kong Kwun Tong Industries and Commerce Association Ltd., Hong Kong Management Association, Hong Kong Plastics Manufacturers' Association, Hong Kong Trade Development Council, Hong Kong Woolen and Synthetic Knitting Manufacturers' Association Ltd., Hong Kong Garment Manufacturers' Association, Hong Kong General Chamber of Textiles Ltd.



Shippers Today © Copyright 2020

The Hong Kong Shippers' Council

Room 603, 9 Chong Yip Street, Kwun Tong, Kowloon

Tel: (852) 2211 2323 Fax: (852) 2891 9787
shippers@hkshippers.org.hk



http://www.hkshippers.org.hk



Willy Lin
Chairman

The upsides of the pandemic

In mid-April, the International Monetary Fund (IMF) expectedly lowered its 2020 global economic forecast from +3.3 per cent to -3 per cent.

In the foreword of the report, Gita Gopinath, Economic Counsellor of IMF stated that "The global economy will experience its worst recession since the Great Depression, surpassing that seen during the global financial crisis a decade ago."

While this statement is certainly discouraging to read, the IMF also made a conservative — if not realistic — growth forecast for 2021. With the help of policy support, we are poised to experience growth of 5.8 per cent next year.

It is clear to see that global trade has been stalling since late March, due to a series of national lockdowns taking place in major nations such as China, Britain, and the United States.

To put it more plainly, a third of the world's population is currently under lockdown, and it goes without saying that the effects of national lockdowns have caused many — and perhaps all — economies to suffer.

Supply chains are collapsing as cargo continues to pile-up at ports; importers are having to delay and cancel orders; and have also had

to reject cargo and request substantial lengthening of credit periods.

Meanwhile, exporters have been troubled by disrupted logistics arrangements, as bookings of air cargo spaces change daily (and with little notice) and freight rates continue to fluctuate. Sea freighting services have also faced innumerable cancellations, resulting in blank sailings and a capacity crunch.

As for supply chains, certainty, reliability, and visibility have been reduced to unacceptable levels.

While volume of small parcels and e-business goods continues to surge, integrators and post services alike are unable to maintain even their basic regular services.

On top of this, shipments of personal protective equipment (PPE) have increased substantially and have been continually facing logistical obstacles due to the diversity of requirements and restrictions, many of which tend to be unclear.

Traders and service providers have also suffered severely and are facing liquidity issues in their day-to-day operations.

Contracted businesses are suffering from significantly strained cash reserves, especially SMEs. Risks of

default payment and bankruptcy are high and have enhanced demand for cash transactions, and consequently strained cash flow further. In response, banks and financial institutions are erring on the side of caution and tightening credit.

Coface, a world leading risk assessment institute, stated in a report that as many as 25 per cent of world's enterprises might go bankrupt because of the pandemic.

As for support on our side of the world, the Chief Executive announced the second batch of HK\$137.5 billion of the Anti-epidemic Fund on 8 April. This is an additional amount on top of the HK\$120 billion relief package in the 2021-21 budget announced on 26 February, as well as the HK\$30 billion Anti-epidemic Fund approved by LegCo on 21 February.

The packages are designed to support businesses to stay afloat and retain jobs, and I must say that these relief measures are a sure cause for optimism, given that the IMF's forecast for Hong Kong currently stands at -4.8 per cent in GDP; unemployment has also surged by 4.5 per cent this year.

If we are to staunch the flow of our haemorrhaging economy, then we must do what we can to prevent any more business closures and job

losses. Now more than ever, Hong Kong needs business and employment to pump life back into our already battered economy.

I have frequently been asked what changes would be brought to supply chains after the pandemic.

In my last Chairman's Message, I said that I envisioned an emergence of new and independent supply chains outside China, as supply chain managers will need to diversify and segregate supply risks.

However, the issue appears to be even more complex than I initially thought.

When Mainland China announced blockage at the end of January — with no date given for the resumption of production — supply chain managers hastily turned to Southeast Asia for alternative sourcing.

While this seemed like a good idea at the time, complications arose and led to a breakdown in major manufacturing activities once the pandemic hit these alternative manufacturing bases. This is because a substantial portion of raw materials, parts, and even those who manage production, come from China.

When China is able to resume production in an orderly and effective manner, the same cannot be said for these smaller and diverse economies.

I believe that supply managers will have no choice but to rethink their supply chains to ensure that they are not only far more cost-effective and efficient, but also have well-thought-out fail-safes in place.

I also concur with the view that block-chain technology will be used to a much greater scale in the future.

Block-chain, like video conferencing for meetings, could eliminate disruptions. It is a common interest of all shippers, service providers, and carriers to have a transparent, and reliable transport system.

Block-chain technology could bring along the much-needed predictability and certainty that our industry currently lacks. Moreover, block-chain is not a stand-alone technology, as it depends on the ecology for the industry.

While this pandemic has had some obvious downsides, it has also been a strong catalyst for technological innovation. Therefore, let us not get bogged down by what this pandemic has caused our industry to lose, but rather what it has allowed us to gain.

In that spirit, let us look forward to future, continue to innovate, and most importantly, keep our heads above water.

EXECUTIVE COMMITTEE 2020

CHAIRMAN

Mr. Willy Lin

VICE CHAIRMAN

The Hon. Jeffrey Lam

MEMBERS

Dr. Roy Chung

Mr. Marvin Hsu

Mr. H. Y. Hung

Mr. Mickey Ko

Mr. Gary Lau

Dr. Patrick Lau

Mr. V K Parekh

Mr. Eric Sun

Mr. Stanley Szeto

Mr. Sunny Tan

Mr. Dickson Wong

Mr. Wong Wai Wing

Mr. Brian Wu

Mr. Yeung Chun Fan

EXECUTIVE DIRECTOR

Mr. Sunny Ho



Richard Chan

Richard Chan has been in the shipping industry and transport liability insurance sector for over 20 years, during which time he has worked for a leading shipping company, a P&I club, a transport liability mutual club and a number of insurance brokers. Throughout his career, he has focused on transport related claims and has provided loss prevention and contract advice. Richard graduated from Hong Kong Polytechnic in 1984 with a professional diploma in Business Studies Transport and obtained the qualifications of MCIT and ACI Arb in 1987 and 2000 respectively. He also holds an MBA degree from the University of East Asia.

Email: richardchan@sun-mobility.com



Simon Chan

Simon Chan is Director and Co-founder of Sun Mobility Insurance and Claims Services Ltd. His specialty is transport liability insurance brokerage and unique transport risk management services. He has extensive risk assessment and marketing and sales experience in marine insurance products in Greater China. Simon is a highly experienced marine, multimodal and logistics risks manager in Asia Pacific. He received a B.A. (Hons) degree from the University of Hong Kong and attended the Institute of Chartered Secretaries and Administrators. He also has an MBA degree in finance and e-commerce from the University of Science and Technology.

Email: simonchan@sun-mobility.com



PRC Maritime Code

To continue our recent series of loss prevention articles, we would like to discuss the major provisions of the PRC Maritime Code as far as the international carriage of goods by sea is concerned.

Shipments to and from China (Article 2)

The Code shall not be applicable to the maritime transport of goods between the ports of the People's Republic of China.

Ships (Article 3)

"Ship" means sea-going ships and other mobile units, but does not include ships or craft to be used for military or public service purposes, nor small ships of less than 20 tons gross tonnage.

Contracts of carriage (Article 41)

A contract of carriage of goods by sea is a contract under which the carrier, against payment of freight, undertakes to carry by sea the goods contracted for shipment by the shipper from one port to another.

Contracts in writing (Article 43)

The carrier or the shipper may demand confirmation of the contract of carriage of goods by sea in writing.

Conflicting terms null & void (Article 44)

Any stipulation in a contract of carriage of goods by sea or a bill of lading or other similar documents evidencing such contract that derogates from the provisions of the Code shall be null and void.

Seaworthy due diligence (Article 47)

The carrier shall, before and at the beginning of the voyage, exercise due diligence to make the ship seaworthy, properly man, equip and supply the ship and to make the holds, refrigerating and cool chambers and all other parts of the ship in which goods are carried, fit and safe for their reception, carriage and preservation.

Carriers' duties (Article 48)

The carrier shall properly and carefully load, handle, stow, carry, keep, care for and discharge the goods carried.

Delay (Article 50)

Delay in delivery occurs when the goods have not been delivered at the port of discharge within the time expressly agreed upon.

The carrier shall be liable for the loss of or damage to the goods caused by delay in delivery due to the fault of the carrier, except those arising or resulting from causes for which the carrier is not liable as provided for in the relevant Articles of the Code.

The carrier shall be liable for the economic losses caused by delay in delivery of the goods due to the fault of

resulted from an act or omission of the carrier done with the intent to cause such loss, damage or delay or recklessly and with knowledge that such loss, damage or delay would probably result.

The servant or agent of the carrier shall not be entitled to the benefit of limitation of liability provided for in article 56 or 57 of the Code, if it is proved that the loss, damage or delay in delivery resulted from an act or omission of the servant or agent of the carrier done with the intent to cause such loss, damage or delay or recklessly and with knowledge that such loss, damage or delay would probably result.

Cargo packing & information (Article 66)

The shipper shall have the goods properly packed and shall guarantee the accuracy of the description, mark, number of packages or pieces, weight or quantity of the goods at the time of shipment and shall indemnify the carrier against any loss resulting from inadequacy of packing or inaccuracies in the above-mentioned information.

Customs & quarantine (Article 67)

The shipper shall perform all necessary procedures at the port, customs, quarantine, inspection or other competent authorities with respect to the shipment of the goods and shall furnish to the carrier all relevant documents concerning the procedures the shipper has gone through. The shipper shall be liable for any damage to the interest of the carrier

resulting from the inadequacy or inaccuracy or delay in delivery of such documents.

Dangerous goods (Article 68)

At the time of shipment of dangerous goods, the shipper shall, in compliance with the regulations governing the carriage of such goods, have them properly packed, distinctly marked and labelled and notify the carrier in writing of their proper description, nature and the precautions to be taken. In case the shipper fails to notify the carrier or notified him inaccurately, the carrier may have such goods landed, destroyed or rendered innocuous when and where circumstances so require, without compensation. The shipper shall be liable to the carrier for any loss, damage or expense resulting from such shipment.

Notwithstanding the carrier's knowledge of the nature of the dangerous goods and his consent to carry, he may still have such goods landed, destroyed or rendered innocuous, without compensation, when they become an actual danger to the ship, the crew and other persons on board or to other goods.

Freight (Article 69)

The shipper shall pay the freight to the carrier as agreed. The shipper and the carrier may reach an agreement that the freight shall be paid by the consignee. However, such an agreement shall be noted in the transport documents.

B/L functions (Article 71)

A bill of lading is a document which serves as an evidence of the contract of carriage of goods by sea and the taking over or loading of the goods by the carrier, and based on which the carrier undertakes to deliver the goods against surrendering the same. A provision in the document stating that the goods are to be delivered to the order of a named person, or to order, or to bearer, constitutes such an undertaking.

Issuing B/L (Article 72)

When the goods have been taken over by the carrier or have been loaded on board, the carrier shall, on demand of the shipper, issue to the shipper a bill of lading.

B/L particulars (Article 73)

A bill of lading shall contain the following particulars:

- Description of the goods, mark, number of packages or pieces, weight or quantity, and a statement, if applicable, as to the dangerous nature of the goods;
- Name and principal place of business of the carrier;
- Name of the ship;
- Name of the shipper;
- Name of the consignee;
- Port of loading and the date on which the goods were taken over by the carrier at the port of loading;
- Port of discharge;
- Place where the goods were taken

over and the place where the goods are to be delivered in case of a multimodal transport bill of lading;

- Date and place of issue of the bill of lading and the number of originals issued;
- Payment of freight;
- Signature of the carrier or of a person acting on his behalf.

In a bill of lading, the lack of one or more particulars referred to in the preceding paragraph does not affect the function of the bill of lading as such, provided that it nevertheless meets the requirements set forth in Article 71 of the Code.

B/L particulars suspicion (Article 75)

If the bill of lading contains particulars concerning the description, mark, number of packages or pieces, weight or quantity of the goods with respect to which the carrier has the knowledge or reasonable grounds to suspect that such particulars do not accurately represent the goods actually received, or if he has had no reasonable means of checking, the carrier may make a note in the bill of lading specifying those inaccuracies, the grounds for suspicion or the lack of reasonable means of checking.

Carriers not allowed to deny

/L particulars (Article 77)

Except for the note made in accordance with the provisions of Article 75 of the Code, the bill of lading issued by the carrier is prima facie evidence of the

China exports rise could trigger world shipping growth

The coronavirus seems on its way out, at least in China, and shipping is on the road to recovery with exports soaring in the month of April although imports still remain down, reports Ken Gangwani

The rapid spread of coronavirus has had a major impact on global shipping markets, with the slump in demand for goods from China having a ripple effect on everything from container ships to oil tankers. Now after three months of disaster, China, the first country to be hit by Covid-19 is now the only one with a recovering economy. For the rest of the world, uncertainty is the only certainty, according to an analysis by Ship Technology Global.

With Western countries now enforcing nationwide lockdowns that could last for months if not years, world economies are in danger of bleeding out. Numerous industries are at a standstill and the shipping sector is navigating uncharted waters because prosperity within the shipping sector has long been strongly tied

to China, a major trade partner for several countries and a key leader in shipbuilding.

China's exports returned to growth in April, according to China's Customs data, beating forecasts and suggesting that an expected demand shock from coronavirus containment efforts around the world will come further down the line.

April exports rose by 3.5% from a year earlier, reversing the 6.6% fall in March and much better than the combined minus 17.2% collapse in January and February.

But imports fell by 14.2% from a year earlier. April's imports were also well below March's reading of minus 0.9%, and January-February's minus 4%. That means China's trade balance was US\$45.34 billion in April, up from US\$19.9 billion in March.



Despite the industry's prolonged struggles, it wasn't until February that the global shipping sector started to really feel the impact of the Covid-19 pandemic.

VesselsValue chief operating officer Adrian Economakis said in early March, "In terms of rate, the most significantly affected were the large crude tankers and the large bulkers. China is a significant importer of crude oil, usually through VLCCs, so the reduction in economic activity in China is certainly having a negative demand effect for crude tankers."

"Earnings from the Persian Gulf to China dropped from US\$103,052 per day on January 2 to US\$18,326 per day on February 18," said BIMCO, confirming the downwards trend.

In February, capesize was another heavily affected category, which is largely driven by China. "The problem with capesize is that the market had been terrible anyway, and it's gotten even worse," said Economakis in March. "It is effectively reaching a five-year low at around just over US\$2,000 a day earnings, which means they're losing a lot of money per day."

Finally, the container sector, another category that significantly relies on China, fell victim to the coronavirus outbreak. As Economakis put it, "The container sector is naturally less liquid but we have seen a reduction in rates and values. Containers



are the most closely linked to economic activities and economic activity is down all around the world."

In March, the virus was spreading like wildfire and trade was severely impacted, charter rates were down, and supply chains disrupted, according to Navin Kumar, director of Maritime Research at Drewry. "The world has been too dependent on China for everything. And this pandemic has come as a rude shock.."

As the world enters the fourth month of the coronavirus pandemic, the data from VesselsValue looks more encouraging. In particular, Economakis said in April, "capesize cargo mile demand had improved in late March, led by a recovery in demand from Japan and South Korea, although Chinese figures are still low".

With rates just under US\$6,000 earnings per day on April 1 – up from US\$2,000 in early March – improvements should be expected in the future.

macau
international
airport
澳門國際機場

澳門國際機場專營股份有限公司
Sec. do Aeroporto Internacional de Macau S.A.R.L.
Macau International Airport Co. Ltd.

Handle Your Cargo With Care

Macau International Airport is your ticket to grasp the opportunity of Greater Bay Area and Hong Kong-ZhuHai-Macau Bridge by offering unrivalled freight services.

E-mail : camltd@macau-airport.com
CAM office Building, 4th Andar, Av. Wai Long, Taipa Macau

Tel : (853) 8598 8888
Fax : (853) 2878 5465



A recovery also could be in the cards for the container sector, with the weekly number of large container ship journeys originating in China now going back up. Backing this trend was data from liner consultancy Sea-Intelligence.

While Europe and North America begin to grapple with the alarming spread of coronavirus cases, shipping activity in China appears to be picking up.

Sea-Intelligence says there is now a clear reduction in the number of announced blank sailings by carriers as trucking operations resume in China, leading to increased export cargo arriving at ports and ships are needed to handle the backlog of containers.

"The weekly measurement of carriers' blank sailings out of China show the coronavirus impact is now subsiding rapidly," said Sea-Intelligence chief executive Alan Murphy in May.

"The bulk of the blank sailings were

announced during weeks seven and eight; weeks nine and 10 have seen a clear tapering off, and the level of new announcements of blank sailings is back to normal. This means carriers are seeing demand ramping back up to normal levels over the next few weeks."

However, while that might offer some relief to Chinese exporters and their international buyers, the knock-on effect from the unprecedented number of blanked sailings from Asia since Chinese New Year is seriously hitting Europe's container ports, feeder services, barge operators and trucking.

According to Sea-Intelligence data, the number of Asia-Europe blanked sailings had reached 46, of which 29 were directly attributable to the coronavirus outbreak. And there are reports that many of the vessels that did sail from China are arriving less than half-full at their first port of discharge in Europe.

There appears to be one sliver lining for both carriers and customers, however,

sharply declining fuel prices look set to remove issues around the IMO low-sulphur rules, at least temporarily.

"Two months ago, IMO 2020 was set to be the carriers' major problematic issue. Today, low-sulphur fuel prices are dipping below the levels of normal fuel last year.

"Furthermore, the sudden price war on oil has the potential to send fuel prices back to levels seen in 2015/16, and hence make the cost of low-sulphur fuel the least of the carriers' problems," Murphy said.

Cargo volumes and ship calls have swiftly rebounded at Chinese ports, confirming that the cogs of global trade are grinding back into motion, reported Hellenic Shipping. The caveat is that this was to be expected as Chinese port workers and truckers returned after an extended Chinese New Year (CNY) holiday. Inbound and outbound cargo delayed during the post-CNY period was already en route or contracted for transport.



Alan Murphy

"The bottom for Chinese imports and exports across pretty much all shipping sectors was on February 15," said Dan Brutlag, CargoMetrics' head of trading, signal and data products, in an interview with FreightWaves.

On the import side, the decline prior to that date was driven by dry bulk. Since then, he said, "dry bulk has mostly recovered, energy has completely recovered and container imports may be higher than they were before Chinese New Year, with imports overall recovering less than a week after the low was hit.

On the export front, Chinese declines through February 15 were driven by the container sector. Since then, cargo categories including containers have rebounded. "The recovery in exports was a little slower to materialise but exports did return to the seasonally expected range by the end of February," said Brutlag.



According to CargoMetrics CEO Scott Borgerson, "We're seeing improvements across the board. We're seeing a complete rebound in every segment — it's all back. We don't project our views onto the data. We let the data talk to us. And what this data is saying is 'keep calm and carry on.' Supply chains have reverted back to the mean. Things are moving. So, people should just take a deep breath and they should not get super excited about what they read on the internet."

According to the Wall Street Journal, two months after a near complete standstill in China that rattled global supply chains, the country's ports are again pushing out thousands of containers that were stranded at the onset of the coronavirus outbreak.

The massive buildup of boxes at docks in China has left a big shortfall in cargo at ports in the US and Europe since early February, and created a shortage of empty containers that Western exporters need



to ship everything from farm products to electronic parts.

As China returns to work, fears are rising that the Western ports won't be able to handle a flood of imports as seaports and coastal cities face their own shutdowns and economic disruption.

"There is a lot of relief that China is waking up after a long hiatus," said George Lazaridis, head of research at Greece-based Allied Shipbroking. "But what happens if truck drivers and crane operators can't work in Hamburg, Rotterdam or Los Angeles and New York. Who is going to pick up the boxes?"

HKUSPACE
香港大學專業進修學院
HKU School of Professional and Continuing Education
<http://hkuspace.hku.hk/>

香港付貨人委員會
THE HONG KONG SHIPPERS' COUNCIL
<http://www.hkshippers.org.hk>

香港付貨人委員會 香港大學專業進修學院 聯合主辦

航運及物流證書



2007-2008 畢業學員攝於香港大學陸佑堂

香港付貨人委員會與香港大學專業進修學院於本年度再次聯合主辦「航運及物流證書」課程。

該證書課程前身為「綜合航運及物流證書」，已有二十多年歷史，為本地航運及物流界培育不少人材。課程由富經驗之業內人士任教，內容廣泛而詳盡，包括海陸空運輸、貨運、現代物流、電子商貿、電子船務、進出口簽證管制、信用狀、銀行融資、貿易文件、商業法律、貨運保險及賠償、規模經濟、投資回報率單元。課程新增航運及空運危險品，內容更為廣泛，非常精采，不容錯過。此外更安排學員實地參觀葵涌貨櫃碼頭或香港空運貨站有限公司等機構，瞭解其運作程序。學員完成此證書課程如獲優良成績更可升讀香港大學專業進修學院的商業物流管理專業文憑課程，繼而修讀大學課程。

本年度「航運及物流證書」課程將於二零二零年九月至二零二一年六月舉行(每星期上課一晚)，於香港大學專業進修學院授課，每節三小時，教學語言以廣東話為主，並以英語為輔。學員修畢是項課程及考試合格，將獲頒發證書，該證書一向為本地各大機構重視。

截止報名日期為二零二零年八月十日。



「航運及物流證書」之費用為八千七百元，如為香港付貨人委員會及香港定期班輪協會會員，則費用為八千二百元。學員修畢課程後可獲政府持續進修基金資助。

聯絡：陳永亮 (香港付貨人委員會)
電話：2211 2323
傳真：2891 9787
電郵：ron@hkshippers.org.hk
網址：<http://www.hkshippers.org.hk>
會址：九龍觀塘創業街9號603室

詹小姐 (香港大學專業進修學院)
2867 8480
2861 0278
blogistics@hkuspace.hku.hk
<https://hkuspace.hku.hk/interest/business/supply-chain-management>



香港大學專業進修學院金融商業學院課程主任何偉明先生(右一)頒發給2018-2019班考試第一名吳穎芝小姐(左二)及第二名陳峰先生(左一)。



2019-2020 學員於去年十一月二日參觀香港空運貨站有限公司，由該公司業務拓展主任植兆弘先生(第一行正中右一)及劉洋駿先生(第一行正中左一)帶領及詳細講解貨物於超級一號貨站運作，學員獲益良多，大開眼界，對香港空運業有進一步瞭解，特此向該公司致謝。

學員可於最短三年半完成以下課程：

國際供應鏈及船務管理榮譽理學士
University of Plymouth, UK
兼讀制，修讀年期最短1.5年

商業物流管理專業文憑
HKU SPACE

兼讀制，修讀年期最短1年(可申請持續進修基金)
* 專業學會認可：香港運輸物流學會

航運及物流證書
HKU SPACE & Hong Kong Shippers' Council
兼讀制，修讀年期3個月(可申請持續進修基金)



Gene Seroka

US and European ports have generally been operating normally, although many sites have reported sharply reduced business as global trade has slowed under the pandemic.

Shipping executives said they are taking new precautions to protect their own workers and that disruptions could come if some port workers get sick and are quarantined or if authorities impose blanket public lockdowns for an extended period.

Container volumes from China into California's three largest seaports — Los Angeles, Long Beach and Oakland — were off 35.2% in February from a year ago, according to trade data research group Panjiva. The neighbouring ports of Los

Angeles and Long Beach, which together make up the largest US gateway for imports from Asia, handled 132,564 fewer containers in February than they did the same month a year ago.

The Port of Seattle closed operations at two of its four container terminals in February because of diminished shipping demand.

Gene Seroka, executive director at the Port of Los Angeles, said he doesn't expect the same sort of virus disruptions that crippled Chinese megaports like Shanghai and Ningbo in February.

Thousands of boxes piled up at those ports as truck drivers, crane operators and other workers couldn't go to work because they were either sick or quarantined.

"We never saw a port closure in China, and I don't believe we'll see a port closure here in Los Angeles," Seroka said. "We have 100,000 people and none work concurrently, or at the same time. I believe we will have an ample workforce that is healthy and has the ability to flex based on the needs of cargo flow and personal health and safety requirements."



Sky Safe International Consultant Ltd



Sky Safe International Consultant Ltd is IATA Accredited Training School and our courses comply with the ICAO, IATA, IMO and regulatory requirements.



We specialize in

- Dangerous Goods Training,
- IMDG
- Cargo Claims Handling
- Basic Air Cargo Training
- Cargo Security (RAR)
- Special Cargo Handling
- Design of DG Package
- DG Label
- Handling Label
- DG Package
- Consultancy

Contact:

To arrange a course time or obtain more information, please contact:
Mr. Lewis Leung
Tel: (852) 2376 4959 or (852) 91838221
Email: admin@skysafe.com.hk
Internet: <http://www.skysafe.com.hk>

IATA Basic Dangerous Goods Regulations Course* (Category 1, 3 and 6)

基礎危險品規例
(English / Cantonese)

Refresher Dangerous Goods Regulations Course* (Category 1, 3 and 6)

危險品規例復訓
(English / Cantonese)

Awareness Training in Dangerous Goods Regulations* (Category 4, 5, 7, 8, 9, 10 and 11)

危險品認知課程
(English / Cantonese)

Regulated Agent Regime* 管制代理人制度保安培訓 (English / Cantonese)

International Maritime Dangerous (IMDG) Code Training Course*

國際海運危險貨物規則課程
(English / Cantonese)

Cargo Claims Handling Course* 貨物理賠課程

Courses schedule and enrollment

please refer to our web page www.skysafe.com.hk

Remark "※": Our courses can be tailored to your company's training needs.

All courses can be conducted in Chinese/English at your company to save your staff valuable travelling time

Hazard Goods Packaging

Wide Range of Size Fibreboard box (4G) absorbent material and hazard labels will available for ordering

Course Venue

Our courses are held at convenient location at Laford Centre, Lai Chi Kok

How You Will Benefit

- Enhance your knowledge of how to transport dangerous goods by air or sea and handling of claim
- Acquire the necessary skills to properly prepare and process dangerous goods shipments
- Develop an awareness of the legal requirements, operational restrictions and governing entities
- Find out how to champion dangerous goods compliance standards in your organization
- Enhance your ability to identify any weak links in your handling procedures
- Learn about the safety issues and how to apply them in the workplace

Room 2207, 22/F, 889 Cheung Sha Wan Road, Lai Chi Kok, Kowloon, H.K.

TEL: (852) 2376 4959 FAX: (852) 3007 0490

INTERNET: <http://www.skysafe.com.hk>

Liner operators said they would deploy their biggest ships to pick up cargo from China, regardless of the situation at Western entry points.

The 2M Alliance, made up of AP Moller-Maersk and Mediterranean Shipping, said they are boosting their capacity of four weekly sailings to Los Angeles and Long Beach and MSC was sending four big vessels.

"It's like the roll of a dice to go full steam for China cargo," said the chief operations officer of a big Asian shipowner that charters ships to container lines.

"Our sailings take weeks or months, but the situation with the virus closures changes every day. If the US closes down, I don't know what will happen with the cargoes."

Peter Sand, BIMCO chief shipping analyst, said in a webinar session, "It's extremely important to keep the flow of goods running and the reply to this crisis



is not to go back on globalisation. That will not be good for shipping, that will not be good for consumers, that will not be good for governments anywhere.

"We need to make sure that all ports and terminals are kept open for business. By saying that we recognise that naturally there is a global need for containing the spread, and we need to deal with it in a sensible manner in order to make sure that food and goods are kept flowing to where it's needed because that's basically where shipping lands a lifeline to the global public."



香港付貨人委員會
THE HONG KONG SHIPPERS' COUNCIL



IATA Dangerous Goods (Practical) Certification Course (for Cat 1.3 Personnel)

1. Course Objective:

It is a requirement by law that comprehensive and approved training must be given to all personnel involved in handling of dangerous goods. This in-depth program could provide practical skills and techniques to participant in the handling of dangerous goods. IATA Certificate will be awarded for candidates who have successfully passed the examination. Also it is also a requirement of law that revalidation training be carried out every 24 months.

2. Who should attend: Shipper, Manufacturer, Cargo Forwarder, Warehouse Agent and Carrier

3. Schedule/Duration:

a. Basic 5 Days DG Course

- Chinese Lesson: 2020 JAN 20-24, FEB 24-28, MAR 23-27, APR 20-24, MAY 18-22, JUN 15-19, JUL 20-24, AUG 24-28, SEP 21-25, OCT 19-23, NOV 23-27, DEC 14-18

b. Refresher 3 Days DG Course (revalidation training)

- Chinese Lesson: 2020 JAN 29-31, FEB 17-19, MAR 09-11, APR 15-17, MAY 25-27, JUN 22-24, JUL 27-29, AUG 17-19, SEP 28-30, OCT 27-29, NOV 16-18, DEC 28-30

4. Course Content:

General philosophy of the IATA Dangerous Goods Regulations, shipper's / operator's responsibilities, dangerous goods security, provisions for passengers and crew, limitations, recognition of undeclared dangerous goods, state and operator variations, classification of dangerous goods, list of dangerous goods, special provisions, packing instructions, marks & labels, shipper's declaration and relevant documents, acceptance procedures, storage and loading procedures, notification to captain, emergency response, case sharing and written examination

5. Training Venue : Room 2207, 22/F, 889 Cheung Sha Wan Road, Lai Chi Kok

6. Certificate: IATA Certificate

7. Course Fee : (including handout, exercise and test): Basic DG Course HK\$4,600 per person, Refresher DG Course HK\$2,650 per person

8. Class Size: 18 People per Class

**For enquiry: Please contact The Hong Kong Shippers' Council Mr. Ron Chan
Tel : 2211 2323 / 2211 2333 Fax: 2891 9787 e-mail: ron@hkshippers.org.hk

Please complete in English:

No. of participant : _____ Total amount : _____

Date : _____ Cheque no. : _____

Name of participant : _____ Participation Date : _____

Position : _____ E-mail address : _____

Company Name : _____

Company Address : _____

Contact Information : _____ Mobile Phone No. : _____

Notes :

By crossed cheque made payable to "The Hong Kong Shippers' Council".

Please mail all cheque to "Room 603, 9 Chong Yip Street, Kwun Tong, Kowloon" (attention to Miss Shum)

Enrollment is accepted according to the date of payment and on first come first served basis

Under no circumstance course fee is refundable unless class is full and/or cancelled

The name of participant can only be amended before the course date

Participants can purchase the 2011 DGR for HK\$1,600 (original price from IATA \$2,100). To purchase, please contact Ms Kwok 9183 8951.

Supply Chain Intelligence: challenges and the road ahead

By Karen Reddington



Supply chains in Asia are fast evolving into smarter, technology-driven systems for a dynamic healthcare industry. Now more than ever, investment in supply chains is taking on a strategic priority in Asia. Supply Chain Intelligence is a key area of focus empowering pharma business operators to better track the entire supply chain, get real-time performance insights and full visibility along the entire process so they are in a better position to tackle today's global complexities surrounding supply chains.

Role of supply chain intelligence in healthcare logistics

Generally, the supply chain refers to the resources needed to deliver goods or services to a customer. Managing the supply chain in healthcare is typically a very complex and fragmented process. Due to increasing competition, rising costs, government regulations, and demand for a higher quality of service, healthcare providers are under enormous pressure.

Logistics is the gateway for pharmaceutical companies to bring their products to a global marketplace at minimal risks. The real value-add lies in innovation. A strong technology-backed

supply chain can provide deeper, better insights into transportation including temperature control and cost optimisation.

Complete visibility and real-time tracking will be game changers

Products, such as vaccines, biopharmaceuticals and cell therapies, need to be transported under stringent environmental conditions where temperature, humidity, light exposure and other variables are tightly controlled. Tracking and monitoring the ingredients from supplier to factory, measuring temperature, time and the location to deliver reliable data and a clear line of sight at every stage is critical. This level of visibility and tracking are the top areas which can really help supply chain leaders – and therefore, healthcare and pharma providers – to identify efficiencies and gaps and then tie that to their business profitability.

Historical data can allow supply chain providers to deploy optimal packaging designs and utilise cold storage facilities during transportation, while real-time data analysis can flag specific shipments where intervention is required immediately to save a product. For instance,



FedEx regulatory compliance is supported by end-to-end tracking technologies which generate extensive data and continuous visibility on biopharmaceutical shipments.

One example is the SenseAware system – a FedEx innovation – that monitors temperature, humidity, light exposure, shock events, and other environmental factors that can impact supply chain integrity. The combined multi-sensor device can gather, send and monitor data, enabling a comprehensive array of real-time tracking. Customers have a clear line of sight at every stage and identify and solve potential risks along a complex supply chain.

FedEx supports clinical trial projects by providing greater transparency throughout the supply chain. It will not only make the customers' life easier but also elevate their business and help them connect to a larger network in APAC and worldwide. To add, automation will continue to improve, and automated tracking systems will help to reduce the need for manual inventory management as well as considerably reduce drug wastage due to expiration and spoilage, since facility personnel can be proactively alerted to the

status of products in storage. With inventory data digitised, healthcare facilities can work faster, and with added accuracy, to better meet accreditation and government regulation requirements.

Big data will be central to predicting and mitigating risk

Data and AI will play a key role in Supply Chain Management (SCM) and will empower business operators to conduct real-time data analysis. Modern-day Supply Chain Intelligence (SCI) is digitally driven and can better help companies slash costs and increase customer satisfaction by combining data and analytics to draw out patterns and look into the future.

Broadly speaking, SCM technologies will enhance operational and transactional efficiencies in manufacturing, sourcing, and distribution. SCI technologies can integrate business intelligence with data from SCM systems, providing strategic information to decision-makers. By harnessing data and innovating with technology, manufacturers and their logistics providers can further customise solutions and effectively close the shortage gaps.



Predictive analytics can enable scientists to identify patterns and gaps, and suggest efficiencies, revenue opportunities, potential problems or competitive advantages. Real-time data can be processed by manufacturers and their supply chain vendors through descriptive analytics to reveal operations patterns. Companies can forecast how their supply chain may evolve, and develop risk-mitigation strategies to fix identified weaknesses.

Logistics can drive the development of healthcare industry supply chain

The future of the healthcare industry will be global and borderless. The biopharmaceutical boom in Asia is calling for the adoption of new technologies and higher quality cold chain services. With innovative solutions such as "Smart" medical inventory cabinets and sensor-

based technologies, FedEx, a logistics industry leader for healthcare and other specialty shipments, continues to identify innovative ways to provide the visibility required by customers up and down the supply chain.

Accurate forecasting, faster response times, ability to recognise shipping patterns to plan for risk, saving on costs, in addition to running a low-to-zero waste operation will be key parameters for the industry to measure business efficiencies, supplemented by effective supply chain intelligence. Logistics companies must continue to enhance their solutions and remain focused on innovation to aid compliance and cost optimisation for their customers in the healthcare industry.

Karen Reddington is President of FedEx Express, Asia Pacific

China's logistics sector keeps recovering in April

China's logistics sector expanded its recovery in April as reopening of businesses gained more steam amid further containment of COVID-19, according to industry data released in early May.

The logistics performance index, compiled by the China Federation of Logistics and Purchasing (CFLP), was up 2.1 percentage points month on month to 53.6 per cent in April.

The composite index tracks business volume, new orders, employment, inventory turnover and equipment utility rate in China's logistics sector. A reading above 50 per cent indicates expansion, while a reading below reflects contraction.

CFLP director He Hui attributed the sustained index growth in April to the strong driving force of pent-

up market demand as China's resumption of work and production is expedited thanks to effective containment of the virus.

The growth in April came after March saw a 25.3-percentage-point rise in performance index to 51.5 per cent amid a positive trend in epidemic control and prevention and a slew of policies to fast-track work resumption.

The sub-indices for inventory turnover, new orders and equipment utility rate all logged growth over the previous month, with new orders reading rising 4.8 percentage points to reach 54 per cent, the data showed.

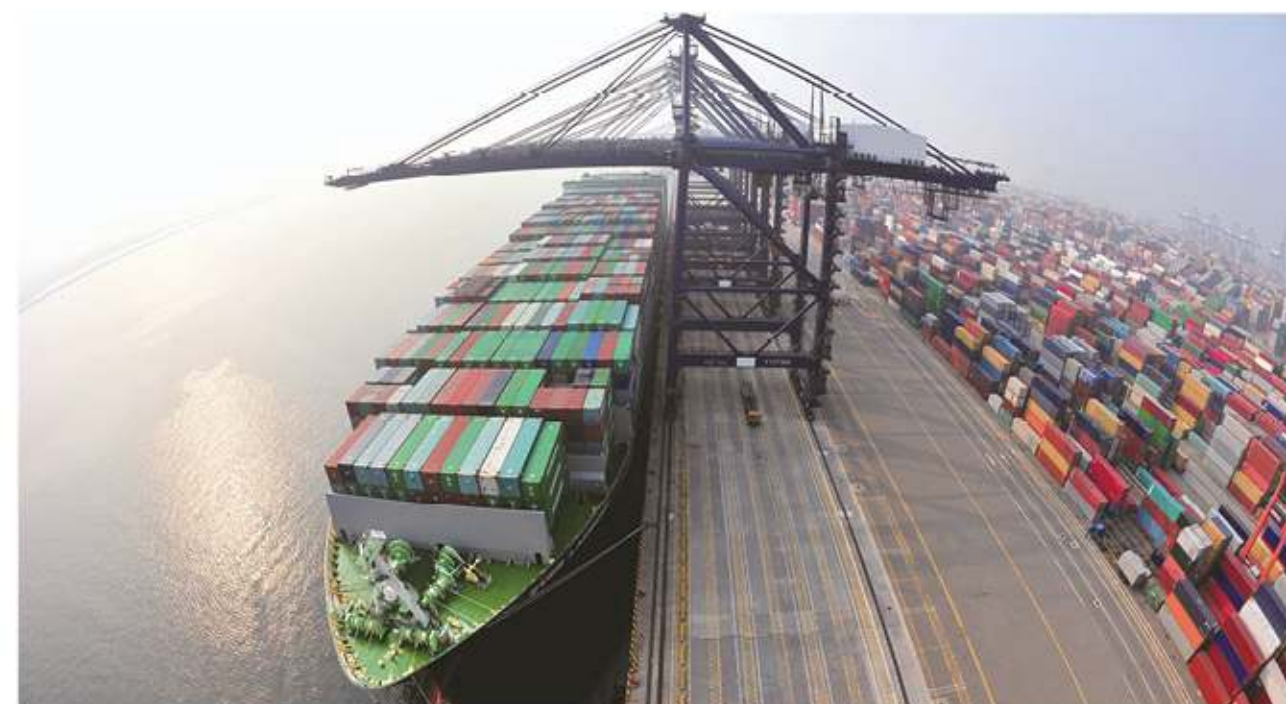
Business volume climbed 2.1 percentage points month on month to reach 53.6 per cent in April, as the country pushes

forward full resumption of work and production capacity.

The federation expects the sector to maintain its steady growth and speed up returning to normal operations, noting that firms are optimistic about future development.

Meanwhile, the overall demand for social logistics has maintained steady growth in China in 2019, but the growth rate has slowed down.

The total social logistics rose 5.9 per cent last year to 298 trillion yuan (about US\$42.15 trillion), but the growth rate was 0.5 percentage points lower from the previous year, according to the China Federation of Logistics and Purchasing (CFLP). The total revenue of the logistics industry maintained rapid growth to 10.3 trillion yuan in 2019, up 9 per cent year on year.





India's logistics industry to level up with global standards

India's ranking in the World Bank's Logistics Performance Index (LPI) has taken a beating, having dropped from a ranking of 35 in 2016 to 44 in 2018.

Prior, it did well improving its ranking to 35 from 54 in 2014. But severe bottlenecks in logistics continue and the industry needs to improve in order for seamless movement of goods to take place across the country.

India needs to come at par with international standards, reduce costs, join global value chains and increase trade. With 7,600km of coastline, the ports and shipping industry can play a major role in improving the country's logistics sector.

India's logistics sector is highly fragmented and the aim is to

reduce its cost from the present 14% of GDP to less than 10% by 2022. Its logistics industry is very complex with over 20 government agencies, 40 partnering government agencies (PGAs), 37 export promotion councils, 500 certifications, 10,000 commodities, and humongous market size.

It also involves 12 million employment base, 200 shipping agencies, 36 logistic services, 129 international container depots, 168 container freight stations, 50 IT ecosystems and banks and insurance agencies. Further, 81 authorities and 500 certificates are required for EXIM (export/import).

The logistics sector has the capacity to generate massive employment in the country and it is expected that 28 million workers will be required in this sector in

the near future in order to deliver competent and quality service.

Considering its importance in national economic development, a draft logistics policy was prepared in February by the Department of Logistics of the Ministry of Commerce and Industry.

The draft policy is awaiting approval from the Union Cabinet. Regarding the draft logistics policy, the then Minister of Commerce, Suresh Prabhu said the cost of logistics in India is extremely high as compared to other countries.

The National Logistics Policy is expected to provide an overall vision and direction to integrated development of logistics in the country.

The long-term vision is to ramp

up economic growth and trade competitiveness through an integrated, seamless, efficient, reliable and cost effective logistics network. Logistics is a very important component of ease of doing business as 80% of ease in business relates to logistics.

The Special Secretary (Logistics) N Sivasailam said the policy has envisaged setting up a central portal which will provide end-to-end logistics solutions to companies.

The portal will be a single window market place to link all stakeholders. Also the Ministry has prepared a report - LEADS (Logistics Ease Across Different States) 2019 - which suggests the states to improve logistics.

In the report, Gujarat has retained the top slot on the logistics index chart, an indicator of the efficiency

of logistical services necessary for promoting exports and economic growth. The tech-driven portal is expected to create an eco-system for achieving highest efficiency in all aspects of the nation's logistics.

It is to ensure ease of trading in the international and domestic markets. It links all the stakeholders of EXIM, domestic trade and movement and all trade activities on a single platform.

The logistics business in the country is worth US\$160 billion and is growing at 7% - 8 % annually. The key objectives of the future policy are to reduce logistics cost from 14% to 10% of GDP, create additional 10-15 million jobs in the sector, become a single point for all logistics and trade facilitation and reduce losses in agriculture to less than 5%, by facilitating agri-logistics in the country.

In order to realise these objectives, 18 thrust areas have been detailed in the policy. These include optimising modal mix in the country and development of logistics infrastructure, enhancing transport and rolling stock infrastructure, strengthening the warehousing and agri-logistics sector, streamlining key logistics processes - EXIM and inter-state movement, facilitating first mile and last mile connectivity, and easing logistics for MSME, e-commerce and all other key sectors in the economy.

The policy is intended to resolve most of the issues and its vision is to drive economic growth and trade competitiveness of the country through a truly integrated, seamless, efficient, reliable and cost effective logistics network, leveraging best in class technology, processes and skilled manpower.





New freight train service links S. China's manufacturing hub with Europe

A China-Europe freight train left Dongguan, a manufacturing hub in south China's Guangdong Province, for Vilnius, capital of Lithuania, on May 9.

The train of the new postal service passed by Kazakhstan, Russia and Belarus and arrived in Vilnius 16 days later.

Carrying 41 TEUs loaded with 260 tonnes of international mail, including clothing, toys, luggage and electronic products, from Dongguan and the surrounding areas, the train left China via the Horgos Port in northwest China's Xinjiang Uygur Autonomous Region.

After arrival, the international mail was distributed to European countries and regions such as Spain, Britain, Germany and Italy.

The opening of this China-Europe freight train service line will help promote multilateral

trade exchanges and cooperation between parts of south China including Dongguan and countries and regions along the route.

Meanwhile, Manzhouli, the largest land port on the China-Russia border, saw a rising number of China-Europe freight trains during the first four months this year, authorities said.

The number of outbound China-Europe freight trains via Manzhouli grew 16 per cent to 484 and that of inbound trains increased by 5 per cent to 382 between January and April, according to China Railway Harbin Group Co. Ltd, which administers the Manzhouli railway station.

On May 5, a China-Europe cargo train carrying 123 cars left Daqing, a city in northeast China's Heilongjiang Province, for Belgium via Manzhouli land port in Inner Mongolia Autonomous Region.

About 2,000 China-manufactured cars have been transported by China-Europe trains through the port since this year.

There are currently more than 50 routes of China-Europe freight trains via the Manzhouli land port, which helps promote trade between China and European countries.

Furthermore, northeast China's Jilin Province saw 2,796 standard containers transported by China-Europe freight trains in the first quarter of this year, up 36.3 per cent year on year.

The increase was partly attributed to the unstable maritime transport between China and Europe in Q1. So far, the transportation of goods like electronic products and auto parts made by Japanese and Korean enterprises via the Changchun-Manzhouli-Europe railway have remained steady, despite the impact of COVID-19.

SUPPLY CHAIN INSIGHTS

The Asian Century Part 2: A dynamic production landscape

By Mark Millar

Recent years have seen steady shifts in the production landscape as companies are seeking to mitigate continuously escalating costs in China and diversify their manufacturing footprints beyond the mainland.

These "China-plus-one" strategies capitalise on the changing dynamics across Asia's emerging markets. Factors such as the cost and availability of labour, special economic zones, preferential trade agreements and local grants and subsidies, are all subject to change — and often at short notice.

This causation of the gradual industrialising of Asia's emerging economies, in particular India, Bangladesh, Cambodia, Vietnam, and Indonesia.

Amongst these, Vietnam is the shining star and has long been the default option in the "China-plus-One" strategy. During the last decade, they have attracted huge inbound investments in manufacturing operations from the likes of Nike, Adidas, Samsung, and LG Electronics, most of whom now make more products in Vietnam than they do in China.

Protectionism exacerbates the uncertainties

The latest protectionist strategies from various governments have fostered doubt in the minds of many establishments. Companies are having to deal with an ever-

changing agenda and are required to reconfigure their supply chains by rebuilding sourcing networks, redirecting transportation routes, and repositioning their production and assembly facilities.

Many companies — both American and Chinese — have recently moved their production of US-destined products out of China in order to avoid the high "Made in China" tariffs.

International fashion brands such as Uniqlo, Levi's, Crocs, Calvin Klein, and Tommy Hilfiger have all moved their manufacturing base out of China. This has involved some re-shoring to US and some near-shoring to Mexico, but mostly the production has relocated to alternative locations in Southeast Asia.

China still a major player

Whilst overcoming tariff obstacles, this re-location of production to alternative low-labour-cost markets is not without its challenges. Nowhere on Earth can replicate the capacity and efficiency of the mainland Chinese production machine that has evolved over three decades.

This means that China will continue to be a major manufacturing centre that serves the increasing global demand for consumer products.

In this evolving landscape of continuously searching for the lowest cost source of production, change has become the only constant.



Mark Millar

Author of "Global Supply Chain Ecosystems", Mark Millar has been engaged as speaker, MC or moderator at more than 450 corporate events, management briefings, customer functions and industry conferences across 26 countries. www.markmillar.com





Turkish Cargo achieves highest growth among top 25 air cargo carriers

Turkey's national air cargo brand Turkish Cargo has achieved the highest growth rate – 16.6% – among the top 25 air cargo carriers worldwide, according to an industry group.

From ranking 8th in 2019, Turkish Cargo rose to 5th place, and increased its global Freight Tonne Kilometres (FTK) market share to 4.4%, according to the International Air Transport Association's FTK February 2020 results.

FTK is the measure of a flight's freight carrying capacity calculated by multiplying the number of tonne of freight on an aircraft by the distance travelled in kilometres.

The global air cargo industry, meanwhile, contracted by 15.2% year-on-year in March, driven by sharply weaker demand across all regions as the COVID-19 outbreak worsened to become a global pandemic.

"The success of Turkish Cargo shows our commitment to carry our country to a central position in the world in air cargo sector. Our geopolitical location and available means will help the country become a more significant player in the sector following the COVID-19 pandemic," Ilker Ayci, chairman of Turkish Airlines, Turkish Cargo's parent company, said in a statement recently.

Turkish Cargo operates 24/7 to keep the global supply chain intact by carrying food, relief supplies, masks, medical equipment, and medicines amid the virus outbreak.

The national air cargo carrier transported 4,000 tons of medicines and 500 tons of medical equipment in April.

Turkish Cargo has the sixth-largest air cargo carrying capacity in the world and is providing air cargo services with 25 high-

capacity freighters to 90 direct cargo destinations.

The cargo carrier continues to fly much-needed medicines and medical equipment from different continents first to Turkey and afterwards from Turkey to Chicago, Taipei, Atlanta, Sao Paulo, Seoul, New York and Kiev, and to all over the world.

During this critical period, it continues to act as a bridge between countries in order to prevent the disruption of global supply chain, operating more than 900 flights in April with cargo and passenger aircraft.

This fastest growing air cargo brand in the world reaches 38 destinations, including London, Moscow, Cairo, Shanghai, Bangkok, Doha, Dubai and Casablanca with 19 wide-body passenger aircraft from the fleet of Turkish Airlines.

Turkish Cargo first cargo carrier to hold three CEIV certificates

Turkish Cargo became the first cargo airline to concurrently achieve all three "CEIV Pharma, CEIV Fresh, and CEIV Live Animals" certifications, under the IATA CEIV (Centre of Excellence for Independent Validators) programme.

Turkish Cargo transports drugs/medical products, live animals and perishable products in compliance with international and industry standards.

It received the certifications following a training, assessment and validation process created by the International Air Transport Association (IATA). The main objectives are to raise the bar in performance and operations related to

the transport of special cargo products and ensure compliance with the highest standards and continuous improvement.

The certifications are valid for three years.

Turhan Ozen, Chief Cargo Officer of Turkish Airlines said, "The IATA CEIV certificates prove that we have met the international standards during such a vulnerable and critical period."

Glyn Hughes, Global Head of Cargo at IATA commented, "Turkish Cargo deserves to be praised for becoming not only the world's first air cargo airline to concurrently hold all three CEIV certificates, but also the first air cargo airline in Europe to have obtained the



TURKISH AIRLINES

CEIV Live Animals certificate. The air cargo industry now enters a period whereby the vulnerability at the special cargo services is augmented, and the CEIV programme intends to ensure that the sensitive cargo is transported and delivered at the highest standards, meticulously and punctiliously, as much as possible."



Regional Distribution Centre
Raw Materials Hub
E-commerce / Order E-fulfillment
Postponement Assembly (BTO/CTO)
Vendor Managed Inventory
Reverse Logistics
Customized Value-added Services



Tradeport Hong Kong Limited

香港南貿港有限公司

Address: Tradeport Logistics Centre, 21 Chun Yue Road, Hong Kong International Airport, Hong Kong

Tel. no.: (852) 2286 1388

Fax no.: (852) 2286 1323

Email: scs@tradeport-hongkong.com

Website: www.tradeport-logistics.com



* Self owned facilities located at Hong Kong International Airport



As the global impact of the COVID-19 outbreak grows, Turkish Cargo, which has the world's sixth largest cargo capacity, has begun to operate cargo flights with Turkish Airlines' passenger aircraft to cope with demand.

This is in addition to its regular flights with 25 high-capacity freighters to carry medical cargoes that are of vital importance in order to prevent disruptions in the supply chain.

Beirut (BEY), and Dubai (DWC/DXB), thus adding 5,000 tonnes of additional capacity.

During these difficult times with global repercussions and national challenges, Turkish Cargo continues its mission to act as a bridge to transport the much-needed medical supplies and equipment to and from Turkey across the world.

With that in mind, the global cargo carrier has already started to carry the coronavirus rapid test kits from China to Turkey.

While adjusting to the rapidly changing situation and abiding by its commitment to provide additional capacity, Turkish Cargo will contribute to the continuity of the global supply chain. It also shows strong support for its country as a national flag carrier during these challenging times.

The cargo carrier conducts air cargo flights to more than 300 destinations, 90 of which are in 127 countries. It operates with a fleet of 359 aircraft, 24 of which are freighters, at its hub in Istanbul that connects continents with strategic importance.

Built for the future

Erbil International Airport (EIA) in Iraq, which has the 10th longest runway in the world, is able to operate planes even in the most challenging weather conditions.

Cargo traffic is an important feature of EIA, and demand is growing rapidly.

The new terminal features VIP areas for visiting business jets, and there is a separate VIP terminal for visiting dignitaries and diplomats.

The new airport fulfils all modern environmental requirements and has a separate environmental body addressing these questions.

It is located close to central Erbil, eliminating long transfers to and from the airport, further reducing its environmental impact. The construction of Erbil International

Airport was entirely funded by the Kurdistan Regional Government.

Meanwhile, Erbil International Airport welcomed in early May its first-ever direct passenger flight from the United States with the arrival of an Egypt Air's Boeing Dreamliner 787-9.

The 10 hour 33 minute special diplomatic flight was the longest passenger flight to arrive at Erbil since the new airport opened in 2011. The route took MS3052 north from Washington, passing just south of Iceland in the North Atlantic before coming south to cross Europe and onwards to Erbil.

Airport Director Talar Faiq said, "Despite these challenging times it is important to note this milestone that adds to the history of the airport and the region's

development. This was a one-off flight but it takes a welcome place in our history."

EIA was closed to commercial aviation until May 22 following an order by the Iraq Civil Aviation Authority to close all passenger traffic.

On a different note, EIA rejected allegations, published on Rudaw's website in April that several passengers arriving from Britain on April 18 were allowed to escape quarantine procedures.

It confirmed that all 170 passengers arriving on flight TI921 on April 18 from Britain underwent the proper health screening procedures as stipulated by regulations set down by the Ministries of Health and Interior before leaving the airport.



Port authorities sign declaration to keep ports open amid pandemic

Recognising that the maritime sector plays a critical role in keeping trade flowing in the global fight against COVID-19, 20 members of the Port Authorities Roundtable (PAR) from Asia, Europe, Middle East and North America have committed to ensuring their ports remain open amidst the coronavirus pandemic.

The declaration, initiated by Singapore, calls for port authorities to collaborate and share best practices in ensuring that port operations can remain undisrupted.

Representing the Maritime and Port Authority of Singapore (MPA), Quah Ley Hoon, Chief Executive, said, "As the world battles with the COVID-19 pandemic, it has never been more critical to keep our ports open and goods moving.

Shipping is chartering into many unknowns and new challenges. Port authorities have to take enhanced precautions for their ports and on ships as well as manage the stress faced by our seafarers and maritime personnel.

"We have come together to make a declaration of our commitment, exchange experiences and share best practices. This virtual declaration by member countries across different geographical regions is also a first for the PAR. We came out of the session gaining more valuable knowledge to ensure that necessities and essential medical supplies continue to be transported seamlessly across the world and into our respective countries."

Through this joint declaration, the signatories are committed to work together and ensure that:

Merchant ships can continue to berth at port terminals to carry out cargo operations and keep the global supply chain going;

Best practices are adopted, according to national circumstances, including precautionary measures for the shipping community, advisories and assistance for shore personnel and ship crew, and safe handling of cargoes during this period; and

Port authorities continue to share experiences in combating COVID-19 while safeguarding unimpeded maritime trade.

PAR has shared the declaration with the International Maritime Organisation and the International Association of Ports and Harbours to rally other port authorities to join this declaration.

Port of Hamburg again honoured as "Best Logistics Brand"

The members of the logistics network BVL and the readers of the trade paper LOGISTIK HEUTE once again named the Port of Hamburg as the "Best Logistics Brand of 2020" in the category of seaports. The port was previously awarded the title in 2017. The winners chosen by the experts and readers were announced in mid-April.

"We are very pleased to receive this honour. It is a great recognition of the port's high level of performance and especially the successful market position that the brand Port of Hamburg has gained," commented Axel Mattern, Executive Board Member of Port of Hamburg Marketing (HHM).

Port of Hamburg Marketing has 43 employees working in the

headquarters in Hamburg and in representative offices in Germany, Europe, and Asia. Together with its almost 300 members, the association represents the brand "Port of Hamburg" and works to strengthen the port's position on the worldwide markets.

The Port of Hamburg serves as an umbrella brand rather than being an independent enterprise. The port-related businesses organised under this brand profit from the positive image that Port of Hamburg Marketing has been able to establish.

Port of Hamburg Marketing aims at building and strengthened a clear profile for the port and the entire metropolitan region, particularly in competition with the other North Range ports. "This is a

challenge that we are able to meet very successfully, as this award now also confirms," said Ingo Egloff, Axel Mattern's joint executive board member, in response to the prize.

The HHM representative offices work to strengthen Hamburg's competitive standing. They are engaged in representing the interests of HHM member companies on the international markets and in promoting the Port of Hamburg as a brand name in the hinterland.

They organise various kinds of events to bring business partners together, as well as participation in trade fairs and conferences. HHM also successfully participates in joint projects and in submitting proposals for programmes funded nationally and by the EU.





Governments must facilitate ship crew changes

The International Air Transport Association (IATA) and the International Chamber of Shipping (ICS) are jointly calling on governments to take urgent measures to facilitate crew change flights for seafarers.

Due to the COVID-19 restrictions on air travel, seafarers are having to extend their service onboard ships after many months at sea, unable to be replaced following long tours of duty or return home.

Shipping is vital to the maintenance of global supply chains, but the current situation is unsustainable for the safety and wellbeing of ships' crews and the safe operation of maritime trade.

Each month about 100,000 merchant seafarers need to be changed over from the ships on which they operate to ensure compliance with international maritime regulations protecting safety, health and welfare.

As a result of government-imposed travel restrictions due to COVID-19, flights to repatriate or position marine personnel are unavailable. Immigration and health screening protocols are also hampering the ability of merchant ships to conduct vitally necessary crew changes.

IATA and ICS are working together to come up with safe and pragmatic solutions that governments can implement to facilitate crew changes at certain airports.

The ICS, the principal international trade association for merchant shipowners and operators, represents all sectors and trades and over 80% of the world merchant fleet.

"Seafarers are unsung heroes who everyday throughout this COVID-19 crisis are going above and beyond the call of duty to ensure that countries are kept supplied with the goods they need. We are working with the airlines to come forward with solutions. We now need governments to support our seafarers and facilitate safe passage for them to get home to loved ones and be replaced by crew members ready to keep supply chains open," said ICS Secretary General, Guy Platten.

"Airlines have been required to cut passenger services in the fight to stop the spread of COVID-19. But if governments identify airports that seafarers can use for crew changes and make appropriate adjustments to current health and immigration protocols, airlines can help keep global logistics moving," said Alexandre de Juniac, IATA's Director General and CEO.

ICS and IATA are calling on all governments to designate a specific and limited number of crew change airports for the safe movement and repatriation of crew. This would achieve critical mass for the resumption of crew change flights to these airports, keeping global supply chains open.

Priority airports should include those close to major shipping lanes which also have direct air connections to principal seafarer countries of residence, such as China, India and the Philippines as well as destinations in western and eastern Europe.

Aviation and shipping companies face common challenges in carrying out crew changes while complying with immigration and quarantine restrictions introduced by most governments around the world.

As authorities continue to battle COVID-19, international transport personnel operating aircraft and ships, or transiting international borders for duty, are often affected by national restrictions designed for passengers and non-essential personnel. When applied to crew not interacting with local communities, these restrictions unnecessarily jeopardise the ability of airlines and shipping companies to keep global supply chains operating.

IATA and ICS are working with their global regulators – the International Civil Aviation Organisation (ICAO)

and the International Maritime Organisation (IMO) – on recommendations to governments for standardised procedures and protocols for positioning crews whilst preventing the further spread of COVID-19.

The aviation and maritime transport industries are the lifeblood of the global economy, moving the world's goods and products which are necessary to allow society to continue to function efficiently throughout the COVID-19 crisis.

By volume, some 90% of global trade is delivered by ship, including food, energy, raw materials and manufactured products. While airlines carry, in addition to passengers, some 35% of global trade by value, including critical medicines and medical supplies.

G20 governments, at their recent emergency meetings, committed to "minimise disruptions to trade and global supply chains" and identified the need to prioritise keeping air and sea logistics networks open and functioning efficiently.

Shipping companies and airlines are cooperating to meet this priority by ensuring that reliable operations continue throughout the pandemic. However, these networks will grind to a halt if replacement crews are unavailable for duty.





European Commission forecasts historic recession this year

The European Commission projects that the euro area economy will contract by a record 7.75 per cent this year and grow by 6.25 per cent in 2021.

"Europe is experiencing an economic shock without precedent since the Great Depression," European Commissioner for the Economy Paolo Gentiloni said.

The EC made the forecast despite a policy response at both the European Union (EU) and national level. It said a recession of historic proportions this year is due to the coronavirus pandemic.

And the EU economy is forecast to contract by 7.5 per cent this year and grow by around 6 per cent in 2021.

As the pandemic has hit all EU member states, the economic shock will be symmetric, but on different levels.

The sharpest decline in economic output is 9.75 per

cent in Greece, and Poland is expected to fare the best – contract by only 4.25 per cent, according to the forecast.

The unemployment rate in the euro area is forecast to rise from 7.5 per cent in 2019 to 9.5 per cent in 2020 before declining again to 8.5 per cent in 2021. In the EU, the unemployment rate is forecast to rise from 6.7 per cent in 2019 to 9 per cent in 2020 and then fall to around 8 per cent in 2021.

Consumer prices are expected to fall significantly due to the drop in demand and the steep fall in oil prices, which together should more than offset isolated price increases caused by pandemic-related supply disruption, according to the forecast.

Inflation in the euro area is now forecast at 0.2 per cent in 2020 and 1.1 per cent in 2021. For the EU, inflation is forecast at 0.6 per cent in 2020 and 1.3 per cent in 2021.



"Europe is experiencing an economic shock without precedent since the Great Depression," European Commissioner for the Economy Paolo Gentiloni said.

The coronavirus pandemic has severely affected consumer spending, industrial output, investment, trade, capital flows and supply chains. The expected progressive easing of containment measures should set the stage for a recovery.

However, the EU economy is not expected to have fully made up for this year's losses by the end of 2021. Investment will remain subdued and the labour market will not have completely recovered.

The EU and member states have spent heavily to support the economy, and as a result, the aggregate government deficit of the euro area and the EU is expected to surge from just 0.6 per cent of GDP in 2019 to around 8.5 per cent in 2020, before falling back to around 3.5 per cent in 2021.

After having been on a declining trend since 2014, the public debt-to-GDP ratio is also set to rise.

In the euro area, it is forecast to increase from 86 per cent in 2019 to 102.75 per cent in 2020 and to decrease to 98.75 per cent in 2021.

In the EU, it is forecast to rise from 79.4 per cent in 2019 to around 95 per cent this year before decreasing to 92 per cent next year.

The EU's executive arm also underlined that the forecast, where the baseline assumes that lockdowns will be gradually lifted from May onwards, is clouded by a higher than usual degree of uncertainty.

The risks surrounding this forecast are also exceptionally large and concentrated on the downside. For example, a more severe and longer lasting pandemic than currently envisaged could cause a far larger fall in the economy.



China's exports rebound in April amid COVID-19 control

China's exports of goods rebounded in April, adding to signs that the country's foreign trade is stabilising amid further containment of COVID-19.

The country's exports rose 8.2 per cent year on year to 1.41 trillion yuan (about US\$198.8 billion) in April, compared with a drop of 11.4 per cent in the first quarter, the General Administration of Customs (GAC) said in early May.

Imports fell 10.2 per cent to 1.09 trillion yuan in April, resulting in a trade surplus of 318.15 billion yuan.

Foreign trade of goods inched down 0.7 per cent year on year in April to 2.5 trillion yuan, narrowing from a drop of 6.4 per cent in Q1.

In the first four months, foreign trade of goods totalled 9.07 trillion yuan, down 4.9 per cent year on year.

The rebound in exports showed the strong resilience of China's economy and robust external demand for China-manufactured goods, said

Zhuang Rui, vice head of the Institute of International Economy at the University of International Business and Economics.

The country's foreign trade took a hit from COVID-19 as factories shut down and foreign orders declined.

Bucking the trend, China's trade with ASEAN and countries along the Belt and Road maintained steady growth.

During the January-April period, ASEAN retained China's largest trading partner with trade up 5.7 per cent year on year to 1.35 trillion yuan, accounting for 14.9 per cent of China's total foreign trade volume.

Combined trade with countries along the Belt and Road picked up 0.9 per cent to 2.76 trillion yuan, accounting for 30.4 per cent of the total, an increase of 1.7 percentage points year on year.

Imports and exports of goods with the European Union, the US and Japan decreased during the period, GAC data showed.

Private enterprises were the biggest contributor to China's foreign trade in the first four months, with its foreign trade volume expanding by 0.5 per cent to 3.92 trillion yuan.

China has rolled out policies to help foreign trade firms resume production amid further containment of COVID-19. Incentives were introduced to cut the costs of firms and help them obtain cheaper loans, while administrative processes at customs were further streamlined to encourage exports and imports.

The China-Europe cargo train services have become an important logistics channel to ensure smooth trade as air, sea and road transportation have been severely affected by the epidemic.

From January to April, a total of 2,920 China-Europe freight trains transported cargo of 262,000 TEUs (20-foot equivalent units), up 24 per cent and 27 per cent from a year earlier, respectively.



香港付貨人委員會
THE HONG KONG SHIPPERS' COUNCIL



International Maritime Dangerous Goods Code IMDG Compliance Course

Co-organizers : Sky Safe International Consultant Limited

Who Should attend :

With the mandatory adoption of the 2008 edition of the IMDG Code on the 1st of January 2010 training will be mandatory for shore based personnel engaged in the transport of dangerous goods by sea. Sky Safe has designed these courses to meet the needs of the various levels of hazmat employees throughout the transportation industry — excellent training for: operations managers, traffic managers, shipping and receiving personnel, import/export specialists, transportation managers, other employees of NVOCC, third-party shipping agents, shippers

Course Objective :

At the end of the course, participants will be able to prepare, offer and accept shipments of dangerous goods for transportation by sea. The course will be based on the International Maritime Dangerous Goods Code requirements for non bulk packages in freight containers.

1. For personnel :

NVOCC, shippers, freight forwarders

2. Materials :

including

3. Date and Time :

Date : 2020 JAN 08-10, APR 27-29, SEP 07-09, DEC 02-04
Time : 0900-1700

4. Languages :

English and Cantonese

5. Course fees :

HK\$2700/ person

6. Learning Location :

Room 2207, 22/F, 889 Cheung Sha Wan Road, Lai Chi Kok

7. Attendance :

Attendance Certificate will be provided

8. For Registration :

Please contact The Hong Kong Shippers' Council
Mr. Ron Chan Tel no 2211 2323 / 2211 2333 or fax 2891 9787

Please complete in the English:

Name: _____ Title: _____

e-mail: _____ No of participant: _____

Total Amount: _____ Cheque No.: _____

Company Name: _____ Contact Person: _____

Address: _____

Tel: _____ Fax: _____

Email: _____ Signature: _____

Notes:

By crossed cheque made payable to "The Hong Kong Shippers' Council". Please mail all cheque to "Room 603, 9 Chong Yip Street, Kwun Tong, Kowloon, Hong Kong (attention to Miss Shum). Enrollment is according to the date of payment and is based on first come first served basis. Under no circumstance, course fee is non-refundable unless class is full and/or cancellation. The name of participant can only be amended before the course date

[] I object to the use of my personal data for delivering information about news, notices, messages, activities, education programmes, service publications and latest offers and promotions from The Hong Kong Shippers' Council.

Magnetic RAM to enable higher data storage

Data storage concerns will soon be history with researchers at the Indian Institute of Technology (IIT), Mandi, developing magnetic Random Access Memory (RAM) which is faster, more energy-efficient and capable of storing more information in a smaller volume than existing data storage technologies.

The team, which is in process of patenting the technology, claims that the Spin-transfer torque (STT) based nano spintronic devices will also put an end to computer data loss due to interruptions of power supply and hence will have the capability to transform next-generation computers, smartphones and other gadgets.

According to the researchers, magnetic RAMs in which data are represented as spin of electrons, promise better storage capabilities than conventional charge-based

RAM. A device using spintronic technology utilises the spin of the electrons to transmit and process information, unlike normal electronic devices that are driven by electron charges. Harnessing the spin of electrons to be manipulated from the magnetic state leads to what is known as Spin-Transfer Torque-Magnetic Random Access Memory (STT-MRAM), they said.

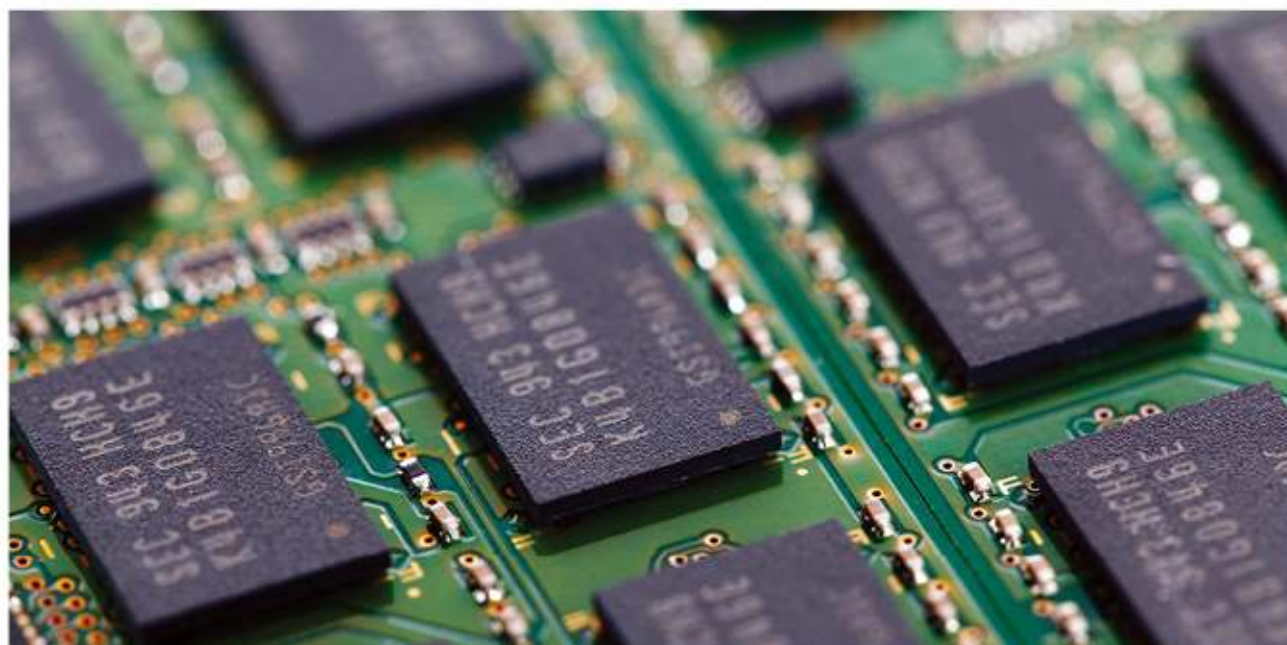
"Universal memory solutions must have high storage density, ultra fast operability and non-volatility, that is able to retain data even when there is no power. This need is particularly relevant in modern times as the abundance of digital devices is expected to generate data volumes requiring 1 trillion hard drives at every instant by 2024.

"Existing semiconductor RAM cannot meet these massive demands of data storage. Indeed, experts in data science predict

that the demand for memory capacity will outpace production by the end of 2020," Satinder K Sharma, Associate Professor at IIT Mandi's School of Computing and Electrical Engineering said.

The research by the IIT team has been published in IEEE Transactions on Electron Devices, a reputed international journal. The team includes Sharma, Srikant Srinivasan, Mohamad G Moinuddin, Shivangi Shringi and Aijaz H Lone.

"STT-MRAM devices are non-volatile and have much higher storage densities and endurance than current CMOS based RAM technologies. Another advantage of these kinds of memory is that they can be integrated with conventional silicon-based memory technologies, which results in huge storage potential," Sharma said.



管制代理人證書課程 (RAR)

1. 課程目標：

為確保香港空運貨物符合《國際民用航空公約》附件 17 規定，香港民航處在 2000 年 3 月 增設管制代理人制度(RAR)，以規範托運人所需遵行的航空保安法例規定，從而強化空運貨物供應鏈的保安，香港貨運代理商 (CARGO AGENT) 或空運貨物托運人 (SHIPPER) 可申請註冊為管制代理人，目的以防止利用航空運輸托運的貨物非法運載爆炸品和引爆裝置載客機和貨機上。香港航空保安計劃訂定每位管制代理人公司應至少有兩名工作人員已參加並完成民航處認可培訓課程，天空國際有限公司，現提供民航處認可“管制代理人”培訓課程（課程已包括民航處 2013 年 7 月 15 號新的要求），在過程中學員將理解到管制代理人的法律要求以及如何使用正常營運需要。**此外所有管制代理人持有人需要在證書屆滿前或 36 個之內接受復訓課程。以確保處理人員的知識更新並符合現行法例規定。**

2. 誰應該參加：

托運人，貨運代理和承運人

3. 費用 / 上課日期：

1 天基本培訓 / 復訓課程 (HK\$ 800 元 / 人) 上課時間：0900-1700

- 中文課程：2020 JAN17, FEB14, MAR13, APR03, MAY29, JUN12, JUL31, AUG07, SEP18, OCT16, NOV20, DEC11

4. 課程大綱：

管制代理人制度的目的，國際及香港法例，管制代理人的責任，已知托運人、帳戶托運人或非已知托運人托運的貨物之處理，豁免貨物，如何識別一個已知的托運人，接收貨物程序（文件查核 / 外觀檢查），不同申報單的運用，保安措施，管制代理人之間的貨物處理（集運 / 運提單轉讓），安全控制的類型，貨倉承辦商和運輸承辦商的要求，記錄備存，可疑貨物的處理，質量控制規定和筆試。

5. 名額：

每班 20 人

6. 學習地點：

長沙灣長沙灣道889號華創中心22樓07室

7. 證書：

成功地通過了考試的學員將獲得頒發香港民航處管制代理人認可的證書

支票抬頭請填寫：THE HONG KONG SHIPPERS' COUNCIL

查詢：Mr. Ron Chan (2211 2323 / 2211 2333) 電郵：ron@hkshippers.org.hk

致：香港付貨人委員會陳先生（傳真：2891 9787）

請以英文填寫

人數：_____ 合共港幣：_____ 支票號碼：_____

姓名：_____ 職位：_____ 電郵：_____

姓名：_____ 職位：_____ 電郵：_____

姓名：_____ 職位：_____ 電郵：_____

公司名稱：_____

公司地址：_____

聯絡人：_____ 電話：_____ 電郵：_____

請將支票連同報名表寄往：香港九龍觀塘創業街 9 號 603 室香港付貨人委員會陳先生收

* 備註：1. 本會將以先到先得方法辦理報名手續，並以收到支票日期為準

2. 除課程已額滿或取消外，已繳費用恕不退還

3. 若因臨時事故未能出席，可另派代表補替，惟必須於開課前通知本會

World News at a glance

Pandemic causes at least 30 million jobs in US so far

In early May, it was reported that 30 million Americans had filed for unemployment insurance in just six weeks as coronavirus layoffs continued.

Economists believe there are likely more without jobs that haven't been captured by the data.

Each weekly report since mid-March has reflected job losses in the millions — multiple times higher than the worst week of the Great Recession, when 665,000 filed for unemployment insurance.

It took only four weeks of the pandemic to erase all jobs created since the Great Recession - the economic downturn from 2007-2009 after the bursting of the US housing bubble and the global financial crisis. Now, there are millions more unemployed, signalling that the economic downturn from the coronavirus



pandemic will be even more severe.

These devastating job loss numbers are only part of the picture. There could be more Americans unemployed, according to economists, as not everyone who lost work has been able to file for benefits due to the complicated application process.

US manufacturing falls to 11-year low amid pandemic



Economic activity in the US manufacturing sector plunged to an 11-year low in April amid mounting COVID-19 fallout and weak

global energy markets, the Institute for Supply Management (ISM) reported in early May.

The Purchasing Managers' Index (PMI) fell by 7.6 percentage points to 41.5 per cent in April, the lowest since April 2009. Any reading below 50 per cent indicates the manufacturing sector is generally contracting.

Of the 18 manufacturing industries, only paper products and food, beverage and tobacco products reported growth, according to the ISM.

"The PMI indicates a level of manufacturing-sector contraction not seen since April 2009, with a strongly negative trajectory," Timothy Fiore, chair of the ISM's manufacturing business survey committee, said in a statement.

IMF warns Asia's economy will be stagnant in 2020

For the first time in decades, the region will not register any economic growth this year because of the coronavirus pandemic, according to forecasts by the International Monetary Fund.

"This is a crisis like no other. It is worse than the Global Financial Crisis, and Asia is not immune," Chang Yong Rhee, director of the Asia and Pacific Department at the IMF, wrote in a blog post published on April 15.

"While there is huge uncertainty about 2020 growth prospects, and even more so about the 2021 outlook, the impact of the coronavirus on the region will — across the board — be severe and unprecedented," he added.

Asia has been among the fastest-growing regions in the world. During previous crises such as the Asian financial crisis in 1997 and the global financial crisis around 2008-2009, the region still registered average growth rates of 1.3% and 4.7%, respectively, said the fund.

"This sharply contrasts with China's growth performance during the Global Financial Crisis, which was little changed at 9.4 per cent in 2009 thanks to the important fiscal stimulus of about 8 per cent of GDP," Chang wrote, referring to gross domestic product, which is a broad measure of the size of an economy.

"We cannot expect that magnitude of stimulus this time, and China won't help Asia's growth as it did in 2009," he added.

As a result of that, the fund has made "substantial" downwards revisions in its



forecasts for Asian economies, said Chang. Here are some of those projections: Japan to shrink by 5.2%; India to grow by 1.9%; South Korea to shrink by 1.2% while Southeast Asia's five largest economies — Indonesia, Thailand, Malaysia, Singapore and the Philippines — to collectively contract by 1.3%.

Still, Asia "looks to fare better than other regions in terms of activity," he wrote in the blog post. He said growth in the region could rebound strongly in 2021 if measures to contain the virus and stimulus to support the economy work.

"But there is no room for complacency," he added. "The region is experiencing different stages of the pandemic. China's economy is beginning to get back to work, other economies are imposing tighter lockdowns, and some are experiencing a second wave of virus infections. Much depends on the spread of the virus and on how policies respond."

World News at a glance

New PPE supply chain created for Britain's NHS staff

Zencargo and DHL have announced a collaboration with doctor-founded crowdfunding campaign "Masks for NHS Heroes", creating a brand new supply chain for procuring life-saving Personal Protective Equipment (PPE) for frontline NHS staff.

As the NHS attempts to deal with the spread of Covid-19, their supply chains are under more pressure than ever before. As is the case in many countries, Britain is suffering a critical shortage of PPE, including face masks, visors, surgical gowns and gloves. These tools are essential for limiting the risk of contracting Covid-19 while working in close contact with infected patients.

In order to support the British government and the NHS, a crowdfunder campaign called Masks for NHS Heroes, set up by a group of doctors, is finding alternative ways to respond to the shortage of PPE through suppliers in China.

In just over a week "Masks for NHS Heroes" has raised over £1.5million, including notable celebrity donations, such as £275,000 from James McAvoy, who has been sharing video updates on the campaign across his social media.

The money raised has been used to secure an initial order of 100,000 medical-grade protective eye-shields from accredited manufacturers in China.



Australia, New Zealand to discuss international travel "bubble"



New Zealand Prime Minister Jacinda Ardern attended the National Cabinet meeting of Australia remotely in early May to ramp-up negotiations on a "travel bubble" between the two countries, local media reported.

Australia's National Cabinet, which is comprised of Prime Minister Scott Morrison and state and

territory leaders, discussed easing coronavirus restrictions. And the bubble would enable international travel between Australia and New Zealand possibly later this year, providing a boost for the tourism industry.

According to data released by the Australian Bureau of Statistics (ABS) in early May, 72 per cent of Australian businesses reported that reduced cash flow as a result of the pandemic would impact their operations over the next two months.

More than 40 per cent expected a reduced ability to pay operating expenses and 69 per cent would be affected by reduced demand for goods and services.

US GDP shrinks 4.8% in first quarter

Gross domestic product in the US fell 4.8% in the first quarter, according to government numbers released at the end of April that provided the first detailed glimpse into the deep damage the coronavirus wreaked on the US economy.

Economist surveyed by Dow Jones had expected the first estimate of GDP to show a 3.5% contraction.

This marked the first negative GDP reading since the 1.1% decline in the first quarter of 2014 and the lowest level since the 8.4% plunge in Q4 of 2008 during the worst of the financial crisis.

The biggest drags on the economy were consumer spending, non-residential fixed investment, exports and inventories. Residential fixed investment, which jumped 21%, along with spending from both the federal and state governments helped offset some of the damage. Federal spending was up 1.7%.



Consumer expenditures, which comprise 67% of total GDP, plunged 7.6% in the quarter as all non-essential stores were closed and the cornerstone of the US economy was taken almost completely out of commission. Durable goods spending tumbled 16.1% while expenditures on services were down 10.2%.

Exports dropped 8.7% while imports fell 15.3%, including a 30% drop in services. Goods consumption fell 1.3% while services slumped 10.2%.

World News at a glance

Clothing retailer J. Crew files for bankruptcy amid pandemic



J. Crew Group, a US apparel retailer which also operates the Madewell brand, has filed for bankruptcy protection as the COVID-19 fallout continues to ripple through the nation.

The company said its lenders have agreed to convert approximately US\$1.65 billion of its debt into equity.

The coronavirus pandemic has caused widespread business shutdowns across the US.

J. Crew began in 1983 as a catalog retailer, before opening its first store in New York City in 1989. Currently, it operates 181 J. Crew retail stores, 140 Madewell stores, jcrew.com, jcrewfactory.com, madewell.com and 170 factory stores.

DHL launches new airfreight services for anti-virus supplies

International logistics giant DHL launched on April 21 a dedicated airfreight service from China to Africa and the Middle East to help government organisations and enterprises in China to ship 100 tonnes of medical supplies every week.

The service ran for four weeks from April 21. Cargoes from across the country were consolidated in Guangzhou before being airfreighted to various destinations in Africa and the Middle East via Dubai, all within two to three days.

Steve Huang, CEO of DHL Global Forwarding Greater China, said the airfreight service prioritised the shipment of healthcare and medical supplies for aid and relief efforts in Africa. Some of the goods were also shipped to Middle East countries.



China News at a glance

Millions of farmers selling goods online in China

The number of e-commerce merchants in China's rural areas reached 13 million in the first quarter this year, according to state broadcaster CCTV.

China's biggest e-commerce sites, including Taobao, JD.com and Pinduoduo, have all launched their own programmes to help farmers sell fresh produce online during the coronavirus pandemic.

Pinduoduo saw more than 1 billion orders of farm products from rural merchants in the first quarter, a 184% increase from the same period last year.

The report said that during the pandemic, state-run companies dedicated to rural

e-commerce such as China Co-op Group also played a part in distributing farm products, especially those in Hubei province, the epicentre of the coronavirus outbreak.



China strengthens judicial protection for IPR



China has stepped up efforts to provide clear guidance and enhanced juridical services for the protection of intellectual property rights (IPR), the Supreme People's Court (SPC) said end of April.

Courts and institutions have been set up to deal with intellectual property cases that require specialised knowledge, Li Jian, an official with the SPC, said at a press conference.

Special intellectual property courts have been set up in over 20 cities and the SPC has

also worked on improving procedure rules of IPR cases and reducing the cost of IPR protection. Chinese courts received over 480,000 IPR cases in 2019, with some 470,000 cases concluded.

China News at a glance

Hong Kong airport passenger numbers down 91% in March

Hong Kong Airport Authority (AA) has reported that 576,000 passengers travelled through the airport in March, which marked a decrease of 91% compared to the same month last year.

Hong Kong International Airport's total flight movements in March totalled 12,115, a decline of 67% compared to the same period last year.

The total cargo handled was 378,000t, a fall of 12.4% compared to March 2018.

This decline is due to the travel and immigration restrictions imposed by other countries due to the Covid-19 pandemic.

The cargo traffic between Hong Kong and Southeast Asia and Europe was the most impacted, with a decrease of 42% in transshipments.

Airport Authority Airport Operations executive director Vivian Cheung said, "The whole airport community is encountering unprecedented hardship amid the Covid-19 pandemic.

"In addition to assisting in the implementation of quarantine measures by the Department of Health, our airport staff have been working diligently to ensure the protection against the virus at HKIA."

In the first quarter of the year, HKIA served 8.2 million passengers, a 56.5% year-on-year decrease. The flight movements fell by 40.1%.

In early April, AA introduced a new relief package worth HK\$2bn (US\$258m) to aid the airlines' aviation support services operators during the Covid-19 pandemic.



Xian to build 25,000 5G base stations by 2022

Xian, capital of northwest China's Shaanxi Province, will set up 25,000 5G base stations by 2022 to comprehensively promote the integrated and innovative application of 5G in the city.

Xian will build 9,000 new 5G base stations, totalling 13,000, this year, achieving high-quality coverage of the 5G network in its core urban areas and key areas including industrial parks, transportation lines and tourist attractions, said a guideline unveiled by the city's government.

The city is scheduled to build 7,000 and 5,000 new 5G base stations in 2021 and 2022, respectively, bringing the total number in the city to 25,000 and covering the major urban areas and key areas in outlying districts.

By the end of 2022, the scale of its 5G industry will exceed 30 billion yuan (about US\$4.23 billion), said the guideline.

Xian also plans to create 20 to 30 innovative applications of 5G in fields such as advanced manufacturing, smart cities and artificial intelligence by the end of 2022.

Meanwhile, China's 5G development has achieved marked progress despite the disruptions brought by the COVID-19 outbreak, contributing to epidemic containment and production resumption, according to the country's industry regulator.

China's 5G sector has been developing at a fast clip since it greenlighted 5G commercial use last June, with over 198,000 5G base stations built by the end of March, said Wen



Ku, an official with the Ministry of Industry and Information Technology, at a press conference in late April.

A string of 5G applications have also been put into use, Wen said, adding that since the beginning of the epidemic, the country has seen faster and more extensive use of 5G in areas such as medical care, education and remote work.

Wen said 5G was a key driver of the digital economy and has played an important role in stabilising investment, promoting consumption and facilitating industrial upgrading amid the epidemic.

While ensuring epidemic prevention and control, China also pledged to advance 5G network construction, capitalise on 5G to promote information consumption and extend 5G services and applications from individual to corporate customers.

China News at a glance

China's agriculture sector withstands epidemic



China's agriculture sector reported robust performance in the first quarter of the year despite the impact of the COVID-19 epidemic, an official said in late April.

Wei Baigang, an official with the Ministry of Agriculture and Rural Affairs, said at a press conference that the country recorded a 3.5 per cent year-on-year increase in the added value of the country's planting industry and had sufficient daily food supplies.

China has favourable conditions to achieve a bumper summer grain harvest as the spring planting has proceeded smoothly, said Wei, noting that agriculture-related enterprises have all returned to their normal capacity.

The resumption of hog production has made headway, with the breeding sows in stock expanded by 9.8 per cent from the end of 2019, he said.

The stable performance of the agricultural sector has provided strong support for China's epidemic control and overall development, Wei said, pledging efforts to ensure the country's annual grain output reach over 650 billion kilo and restore the hog production to the normal level by the end of this year, he said.

Wei also noted that the pork prices have kept retreating for 10 consecutive weeks, while the prices of other farm produce are back to pre-outbreak levels as the output recovers.

The country will also beef up targeted support to ensure the employment and increase incomes for people in need to mitigate the virus impacts, Wei said.

He suggested multi-pronged measures such as restoring rural tourism, creating jobs by implementing rural infrastructure projects, providing more financial support for people returning or moving to rural areas to set up businesses and offering more vocational training.

Sui Pengfei, another official with the ministry, also stressed at the same press conference that in a special time like this, China will strive to secure domestic grain production and supply of farm produce to ensure global grain security.

Towards this end, China will enhance coordination with countries and international institutions, and support trade and south-south cooperation in the agricultural sector, he added.

China's courier sector handles over 200 million parcels daily

China's courier sector now handled more than 200 million parcels per day, almost the same as the level before the outbreak of the COVID-19 pandemic, Bian Zuodong, an official with the State Post Bureau, said end of April.

He said that 96.6 per cent of towns and villages in the country, a weak link in the courier industry chain, have established stations for express delivery service.

Over 3 billion parcels have been mailed and delivered in the rural areas in the first quarter despite the outbreak, facilitating flows of farm produce to cities and industrial products to rural areas for more than 200 billion yuan (about US\$28. billion).



China have built 406,000 sets of intelligent express boxes in recent years as automated delivery model has become a trend in the country's postal industry.

Other economies can learn from China's reopening

China's reopening following the COVID-19 outbreak has offered some "useful lessons" for other economies, an economist from Goldman Sachs told US media in early May.

"China started lifting lockdown measures on Wuhan last month (April) when new cases were still surging in many countries. But China's experience so far showed that a full economic recovery will take time," said Andrew Tilton, chief Asia economist at the world leading investment banking company, in an interview with CNBC.

"I think the industrial sector probably comes back before the services side," he said. "But others, such as those in the tourism sector, may take longer to restart activity."

In China, policymakers appeared cautious about allowing businesses such as movie theatres and gyms to reopen, Tilton noted.

"That means there's still some way to go before the country returns to a situation that's close to 'normal'," said the economist. "In other countries, that would not happen until 2021."

Over the past few weeks, several countries started to ease restrictions imposed amid the pandemic, which include closing borders and suspending non-essential businesses, in a bid to boost economy.

However, health experts have warned that rolling back those measures too soon might lead to a surge in COVID-19 cases.



ACI and IATA call for urgent financial assistance to protect jobs and operations



Airports Council International (ACI) World and the International Air Transport Association (IATA) have called for governments to swiftly grant financial relief to help airport operators and airlines during the unprecedented COVID-19 crisis and support the essential connectivity the industry will provide for economic recovery.

The industry is united with governments around the world in efforts to stop the spread of the virus. And in the face of massive government imposed travel restrictions, the industry is doing all it can to maintain air cargo operations vital to supporting global supply chains, including medical shipments critical to fighting COVID-19.

The economic impact of these measures on the global air transport industry has been severe. With passenger demand plummeting to unprecedented

levels, revenues are falling beyond the ability of even the most extreme cost-cutting measures to mitigate. Airports and airlines continue to face a financial liquidity crisis.

The current state of the global air transport industry risks the loss of millions of jobs. The aviation industry supports 65.5 million jobs around the world, including 10.5 million people employed at airports and by airlines. It supports US\$2.7 trillion in world economic activity.

As the COVID-19 pandemic continues to unfold, airports and airlines around the world are engaged in a battle to sustain essential operations and to preserve jobs.

ACI and IATA are calling for urgent support to the industry via taxation relief and loans, loan

guarantees or direct support to maintain financial liquidity across the aviation ecosystem.

Some governments have recognised the urgency of action but time is running out for other governments to provide the necessary financial relief to keep the whole industry viable and ready to support a balanced recovery including ground handlers and other service providers at airports.

"The financial impact of the current crisis is unlike anything we have ever seen and requires urgent action by governments to assist the aviation industry to protect jobs, ensure essential operations, and plan for recovery," ACI World Director General Angela Gittens said. "Urgent tax relief and direct financial assistance that is to the benefit of the entire aviation ecosystem is needed to help preserve millions of jobs, protect essential operations, and

foster a balanced recovery. Preserving the continuity of operations for airports and airlines and protecting aviation jobs today will result in a faster economic recovery tomorrow."

IATA's Director General and CEO Alexandre de Juniac said the situation could not be more dire.

"Governments will depend on aviation to be ready to lead an economic recovery when this pandemic is behind us," de Juniac said. "Governments must act now with financial lifelines that only they can provide for airlines and airports to see them through these extraordinary times. Airlines and airports are in this together. The more financially stable our airport partners are, the more they can help the industry to drive a recovery in air travel that will jump start the global economy."

HKTDC to host Summer Virtual Expo

The pilot month-long Spring Virtual Expo, organised by the Hong Kong Trade Development Council (HKTDC) on its online marketplace hktcdc.com Sourcing, concluded successfully on April 30.

It drew 1.4 million online buyers from around the world to visit and source, helping suppliers secure new contacts and orders. To meet buyer demand and mine the new sourcing trend, the HKTDC launched a "Wellness from Within" promotion in May, featuring a wide range of wellbeing products on hktcdc.com Sourcing.

The HKTDC will also organise a Summer Virtual Expo in June to complement its physical fairs, doubling support for Hong Kong businesses.

HKTDC Deputy Executive Director Benjamin Chau said more than 22,000 suppliers used the hktcdc.com Sourcing platform to reach global buyers effectively in April, despite a suspension in physical business activities and other restrictions brought by the COVID-19 outbreak.

"As more than 2,500 fairs around the world were postponed or cancelled due to the pandemic, there is a growing demand for online sourcing. In view of this, the HKTDC will organise the digital show every quarter this year. We believe that the online and physical fairs can complement with each other and create synergy to help SMEs promote their products during these challenging times."

Meanwhile, as the outbreak stabilises, the HKTDC Summer Sourcing Week will be held from July 25-28 at the Hong Kong Convention and Exhibition Centre to help international buyers replenish their stocks.

It comprises nine concurrent fairs, creating a one-stop sourcing platform for lighting, electronics products, information and communication technology (ICT), medical and healthcare products, houseware, fashion, home textiles, gifts, printing and packaging products and more.



The HKTDC offers a variety of online-to-offline (O2O) packages, helping suppliers reach global buyers through the Summer Virtual Expo coupled with physical showcase displays at these fairs.

Subsidies from the Hong Kong government allow local suppliers to enjoy these O2O packages at half price.

In addition, they can apply for subsidies under the enhanced Dedicated Fund on Branding, Upgrading and Domestic Sales (BUD Fund) and SME Export Marketing Fund (EMF) for other fair-related expenses.

The HKTDC is organising a series of webinars from March to August, inviting industry experts and representatives from tech companies such as Google and PHD Media to share practical tips for online promotion, such as search engine optimisation (SEO), omni-channel marketing, website design and best practices in taking online orders.

Each webinar held to date attracted more than 300 SMEs, a two-to-three fold increase compared with similar physical seminars in the past.

Hong Kong exporters confidence falls to lowest-ever level

The confidence level of Hong Kong's exporters has fallen to its lowest-ever level in the face of a triple challenge – the COVID-19 outbreak, softening global demand and lingering trade tension between the US and China.

The Hong Kong Trade Development Council (HKTDC) announced the latest HKTDC Export Index in mid-March with a reading of 16 – down a further 2.8 points from the previous quarter's low – indicating that local exporters have become more pessimistic about the city's short-term export outlook across all industries and markets, especially jewellery.

Close to 94% of the 500 Hong Kong exporters surveyed said the COVID-19 outbreak has adversely affected their companies in areas such as arranging product deliveries (80.4%), supply of labour following the Chinese New Year holiday (76.2%), business contacts with overseas buyers or suppliers (60.5%) and supply of raw materials (56.1%).

HKTDC Director of Research Nicholas Kwan said the COVID-19 pandemic has disrupted the global supply chain, leaving entire markets in a state of uncertainty, and may accelerate its transformation.

"Since the Sino-US trade dispute surfaced, many manufacturers have set up production lines outside the mainland to avoid additional tariffs. Following the COVID-19 outbreak, operations in some factories in the mainland – and even in Japan and Korea – have been suspended or have yet to fully resume, putting a strain on the global supply chain.

"For example, the shortage of electronics components has affected the supply of consumer electronics in the market. Multinational corporations may begin to further diversify their investments and no longer rely on a single country for production."

Kwan added that the pandemic has resulted in the global economy losing its growth momentum, leading to a decline in the demand for new orders.

"Economic and business activity has been on the wane worldwide during the outbreak. A total of 15 of the HKTDC's locally held trade fairs and conferences have been postponed. However, industry players can make good use of the HKTDC's digital platform for promotion purposes, and access government funding programmes to enhance their competitiveness and diversify production and markets."



High-level of consumer confidence in Greater Bay Area



A study of consumer markets in the nine mainland cities in the Guangdong-Hong Kong-Macau Greater Bay Area found that close to 80% of the middle-class consumers surveyed in these cities believe that both their income and expenditure will increase in the coming three years.

On average, respondents said they spend 28% of their monthly income on living expenses, 19% on investment and wealth management and insurance, and 18% on savings.

Hong Kong Trade Development Council Economist Poon Cheuk-hong said these middle-class consumers value improvements in areas such as their personal image and smart living, with more spending in the past year on upmarket clothing and footwear (46%), high-end skin-care products/cosmetics/perfumes (46%), personal electronics products (45%), fitness services (37%) and beauty services (32%).

"Those surveyed said they are, on average, willing to pay a 29% premium for made-to-order products, especially electronics products and jewellery items. In addition, Hong Kong companies can pay close attention to opportunities arising from the growing demand for personalised services, cultural performances and personalised image-enhancing services," he added.

He explained that the middle-class consumers surveyed have a preference for the online-to-offline (O2O) consumption model, whereby they get product information and make the actual purchase online, while experiencing the products and services in physical stores.

The study also found that e-tailing platforms, WeChat and video-sharing social networking platforms such as Douyin and Kuaishou are the most popular mobile apps in terms of influencing consumers' buying decisions.

"The survey also revealed that middle-class consumers in the nine mainland cities in the Greater Bay Area agree that Hong Kong is a 'shopping paradise' as well as being the most international city in the region," Poon added.

The survey was conducted in November 2019, interviewing 2,160 middle-class consumers from Guangzhou, Shenzhen, Dongguan, Zhuhai, Zhongshan, Foshan, Jiangmen, Huizhou and Zhaoqing through an online questionnaire. The interviewees' average monthly individual income was 10,257 yuan with a monthly household income of 18,294 yuan.

商務印書館出版

香港付貨人委員會
The Hong Kong Shippers' Council

英漢海事 實用詞典

由深圳船舶代理學會名譽會長、中國國家專家網交通運輸專家、中國海事仲裁委員會仲裁員陳有銳先生編寫的《英漢海事實用詞典》最近已由商務印書館出版。該詞典共收詞 50000 餘條，約 110 多萬字，附錄 8 個，每冊港幣 100 元。內容包括：海事、港口、租船、物流、金融、電子信息、船舶代理、貨運代理、運輸保險、環境保護、口岸查驗、國際商務以及海商法規等。

該詞典的特點是每個單詞都注音、詞性及主要基礎知識的註解，收入關聯短語和詞組，為讀者學習和需要著想，一攬子解決問題，突出方便和實用。

本詞典可供從事海事、港口、海運、保險、物流、船舶代理、貨運代理、國際商務等單位或企業的管理者、業務人員以及大專院校相應專業的師生參考。

該書是在編者的《英漢海事常用詞彙》(1979 年)的基礎上進行擴編的。《人民日報》、中央電視台等媒體曾廣泛進行報導。在歷時 10 年的編寫過程中，得到中國遠洋運輸(集團)總公司、中國海商法協會、中國海事仲裁委員會、中國船舶代理及無船承運人協會、深圳市交通運輸委員會、深圳市船舶代理學會、香港物流管理人員協會等單位和有關人員的鼓勵、支持和幫助。



陳有銳先生曾先後在香港明華船務公司、中遠貨櫃航運有限公司、招商局船務企業有限公司、亞洲空運中心有限公司、中遠物流有限公司等單位任職。

- * 本詞典於定價每本港幣 100 元。
- * 請填妥下列表格，連同劃線支票寄：九龍觀塘創業街 9 號 603 室香港付貨人委員會鍾小姐收。
- * 支票抬頭請寫：THE HONG KONG SHIPPERS' COUNCIL
- * 查詢：鍾小姐——電話：2211 2323
傳真：2891 9787
電郵：fennie@hkshippers.org.hk

《英漢海事實用詞典》訂購表格

姓名：_____ 公司名稱：_____

地址：_____

電話：_____ 傳真：_____ 電郵地址：_____

☐ 速遞(另加 20 元) ☐ 自取

本詞典定價每本港幣 100 元，在本地速遞運送，每冊另加港幣值 20 元。

訂購數量：_____ 冊 合共金額：_____ 元 支票號碼：_____

請將訂購表格連同支票寄：九龍觀塘創業街 9 號 603 室香港付貨人委員會鍾小姐收



2017 年



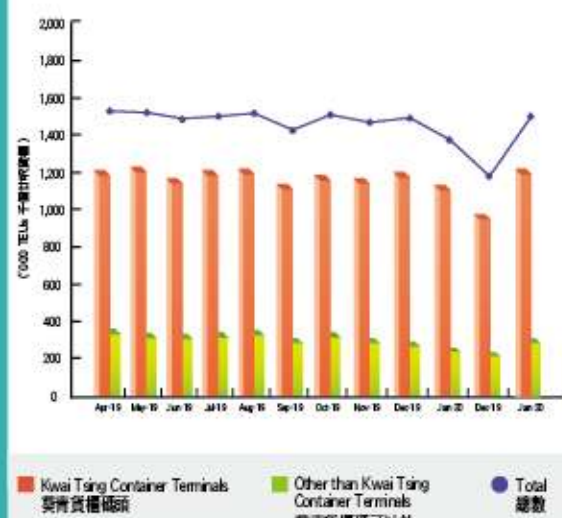
SEA TRANSPORT 海運

Hong Kong Container Throughput 香港貨櫃碼頭吞吐量

Jan - Mar 2020 2020 年 1-3 月

	'000 TEUs 千個廿呎貨櫃	Over same period last year 與去年同期比較
Kwai Tsing Container Terminals 葵青貨櫃碼頭	3,282	(-5.4%)
Other than Kwai Tsing Container Terminals 葵青貨櫃碼頭以外	886	(-7.1%)
Total 總計	4,168	(-5.8%)

Source 資料來源: Hong Kong Maritime and Port Board 香港海運港口局



Hong Kong Terminal Handling Charges (THCs) 香港碼頭處理費

Conference 船公會	HK\$ / TEU 港元 / 廿呎貨櫃	HK\$ / FEU 港元 / 四十呎貨櫃
Intra Asia Discussion Agreement 亞洲區內商討協議	\$2,000	\$3,000
Transpacific Stabilization Agreement 泛太平洋穩定協議	\$2,140	\$2,855

Drewry Hong Kong-Los Angeles Container rate benchmark

Drewry 香港 - 羅省貨櫃運費指標

In US\$ per full 40 ft. container load,
excluding terminal handling charge at origin port.

美元 / 四十呎重櫃
(不包含出口港口之碼頭處理費)

Week 星期	Month / year 月份 / 年份	Rate per 40-foot box 四十呎貨櫃 運費	Change (%) by week 按星期之 轉變	Change (%) from a year earlier 按年之轉變
2019				
Week 13	Mar-19	\$1,345	0.0%	35.7%
Week 14	Apr-19	\$1,695	26.0%	55.4%
Week 15	Apr-19	\$1,603	-5.4%	61.8%
Week 16	Apr-19	\$1,603	0.0%	34.6%
Week 17	Apr-19	\$1,559	-2.8%	33.9%
Week 18	May-19	\$1,559	0.0%	0.0%
Week 19	May-19	\$1,527	-2.1%	-2.1%
Week 20	May-19	\$1,527	0.0%	8.3%
Week 21	May-19	\$1,527	0.0%	21.9%
Week 22	May-19	\$1,344	-12.0%	7.3%
Week 23	June-19	\$1,535	14.2%	2.2%
Week 24	June-19	\$1,478	-3.7%	0.5%
Week 25	June-19	\$1,443	-2.4%	7.2%
Week 26	June-19	\$1,443	0.0%	24.5%
Week 27	July-19	\$1,713	18.7%	4.1%
Week 28	July-19	\$1,649	-3.7%	1.0%
Week 29	July-19	\$1,647	-0.2%	-6.3%
Week 30	July-19	\$1,509	-8.3%	-5.8%
Week 31	July-19	\$1,768	17.1%	-15.8%
Week 32	Aug-19	\$1,768	0.0%	-15.8%
Week 33	Aug-19	\$1,489	-15.8%	-35.5%
Week 34	Aug-19	\$1,464	-1.7%	-36.6%
Week 35	Aug-19	\$1,464	0.0%	-36.6%
Week 36	Aug-19	\$1,589	8.5%	-33.3%
Week 37	Aug-19	\$1,423	-10.5%	-40.3%
Week 38	Sep-19	\$1,379	-3.1%	-42.1%
Week 39	Sep-19	\$1,379	0.0%	-42.1%
Week 40	Oct-19	\$1,379	0.0%	-40.7%
Week 41	Oct-19	\$1,223	-11.3%	-47.5%
Week 42	Oct-19	\$1,348	10.2%	-47.6%
Week 43	Oct-19	\$1,348	0.0%	-47.6%
Week 44	Oct-19	\$1,643	21.9%	-36.1%
Week 45	Nov-19	\$1,583	-3.6%	-38.4%
Week 46	Nov-19	\$1,470	-7.2%	-44.6%
Week 47	Nov-19	\$1,290	-12.2%	-51.4%
Week 48	Nov-19	\$1,242	-3.7%	-53.2%
Week 49	Dec-19	\$1,520	22.4%	-32.6%
Week 50	Dec-19	\$1,520	0.0%	-26.6%
Week 51	Dec-19	\$1,504	-1.1%	-27.4%
Week 52	Dec-19	\$1,343	-10.7%	-31.7%
2020				
Week 1	Jan-20	\$1,343	0.0%	-31.6%
Week 2	Jan-20	\$1,577	17.4%	-16.4%
Week 3	Jan-20	\$1,520	-3.6%	-31.2%
Week 4	Jan-20	\$1,520	0.0%	-31.2%
Week 5	Jan-20	\$1,520	0.0%	-31.2%
Week 6	Feb-20	\$1,520	0.0%	-26.8%
Week 7	Feb-20	\$1,442	-5.1%	-30.6%
Week 8	Feb-20	\$1,442	0.0%	-24.3%
Week 9	Feb-20	\$1,417	-1.7%	-7.4%
Week 10	Mar-20	\$1,361	-3.9%	-3.9%
Week 11	Mar-20	\$1,325	-2.7%	-2.0%
Week 12	Mar-20	\$1,570	18.5%	16.8%
Week 13	Mar-20	\$1,495	-4.8%	11.2%
Week 14	Apr-20	\$1,583	5.9%	-6.6%
Week 15	Apr-20	\$1,583	0.0%	-1.3%
Week 16	Apr-20	\$1,502	-5.1%	-6.3%

Source: Drewry Shipping Consultants, derived from Hong Kong non-vessel operating common carriers.

Container benchmarks on additional routes are available
from Drewry at www.containerbenchmarks.com
其他航線的貨櫃運費指標可瀏覽 www.containerbenchmarks.com

Information correct as of Apr 16, 2020 數字截至 2020 年 4 月 16 日
SUBJECT TO CHANGE WITHOUT NOTICE 如有更改, 恕不另行通知



AIR TRANSPORT 空運

Hong Kong Air Cargo Throughput 香港空運貨物吞吐量

Mar 2020 2020 年 3 月

	Tonnes 公噸	Over same period last year 與去年同期比較
Loaded 裝貨	253,000	(-9.9%)
Unloaded 卸貨	125,000	(-17.0%)
Total 總計	378,000	(-12.4%)

Source 資料來源: Airport Authority 機場管理局



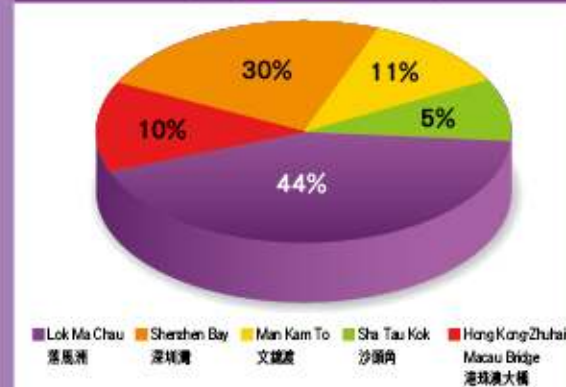
LAND TRANSPORT 陸運

Cross Boundary Vehicle Movements 跨境車輛流量

Jan - Feb 2020 2020 年 1-2 月

	Number 架次	Over same period last year 與去年同期比較
Man Kam To 文錦渡	166,260	(-30%)
Sha Tau Kok 沙頭角	66,196	(-44%)
Lok Ma Chau 落馬洲	675,766	(-41%)
Shenzhen Bay 深圳灣	458,992	(-38%)
Hong Kong-Zhuhai-Macau Bridge 港珠澳大橋	156,436	(-27%)
Total 總計	1,523,650	(-38%)

Source 資料來源: Hong Kong Customs and Excise Department 香港海關



CHINA PORTS 中國港口

Shenzhen Ports Container Throughput 深圳港口集裝箱吞吐量

Jan - Mar 2020 2020 年 1-3 月

	TEUs 廿呎貨櫃	Over same period last year 與去年同期比較
Yantian International Container Terminal 鹽田國際集裝箱碼頭	2,514,168	(-16.0%)
Chiwan Container Terminals 赤灣集裝箱碼頭	1,136,369	(-5.9%)
Shekou Container Terminals 蛇口集裝箱碼頭	1,315,250	(-8.9%)
Shenzhen Ports Total 深圳港口總計	5,332,608	(-11.9%)

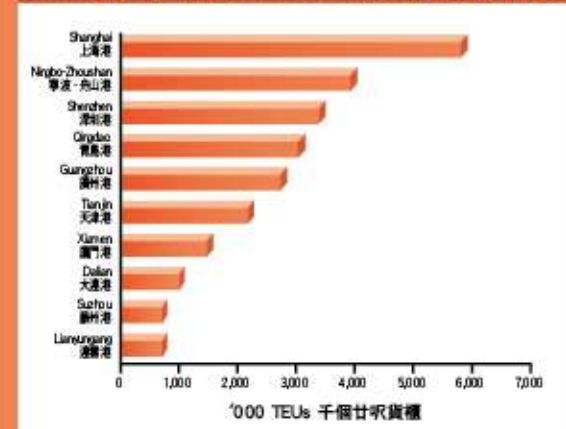
Source 資料來源: Shenzhen Municipal Port Authority 深圳市港務管理局

China Top Ten Container Ports 中國十大集裝箱港

Jan - Feb 2020 2020 年 1-2 月

	'000 TEUs 千個廿呎貨櫃	Over same period last year 與去年同期比較
Shanghai 上海港	5,900	(-10.7%)
Ningbo-Zhoushan 寧波-舟山港	4,060	(-10.7%)
Shenzhen 深圳港	3,500	(-12.8%)
Qingdao 青島港	3,170	(-1.4%)
Guangzhou 廣州港	2,850	(-13.7%)
Tianjin 天津港	2,280	(-3.9%)
Xiamen 廈門港	1,560	(-8.0%)
Dalian 大連港	1,060	(-24.0%)
Suzhou 蘇州港	790	(-23.9%)
Lianyungang 連雲港	770	(-2.2%)

Source 資料來源: Shenzhen Municipal Port Authority 深圳市港務管理局





林宜武主席

疫境自強 走出困局

國際貨幣基金組織 (IMF) 在今年 4 月中將 2020 年全球經濟增長預測從 +3.3% 下調至 -3%。

IMF 首席經濟師吉塔·戈皮納特 (Gita Gopinath) 在這《世界經濟展望報告》中表示“今年全球經濟很可能會經歷大蕭條以來最嚴重，並超過 10 年前全球金融危機期間的衰退”。

雖然這預測無疑令人沮喪，但 IMF 對 2021 年作了一個保守但真實的增長預測，指出借助政策支持，全球有望在明年實現 5.8% 的增長。

由於中國、英國和美國等主要國家實施一系列鎖國措施，全球貿易自 3 月下旬以來一直停滯不前。

簡而言之，目前全球三分之一的人口處於封鎖狀態。毋庸置疑，鎖國的影響已導致許多國家，甚至是全球經濟飽受嚴重衝擊。

供應鏈隨著貨物繼續囤積在港口，入口商紛紛延遲和取消訂單，拒收貨物及要求大幅延長信用期，而陷於崩潰。

同時，由於預訂空運艙位每每出現多次改動，通知時間卻很倉促，且運費異常波動，出口商屢受物流安排中斷的困擾。而海運服務也經常面臨航線及航班突然取消，和運力不足等困難。

供應鏈的確定性、可靠性和可見性已降低到不可接受的水平。

儘管小型包裹和電子商務商品的數量繼續激增，但貨運和郵政服務根本無法維持基本的常規服務。

此外，個人防護裝備的貨量大幅增加，但由於各方面要求和限制增多，以及要求往往不同和不清晰，因此出現物流障礙。

貿易商和服務供應商也遭受沉重打擊，他們須面對日常營運中現金流的問題。

除此之外，業務收縮為企業帶來現金儲備的巨大壓力，尤其是中小型企業。拖欠還款和破產的風險很高，增加了對現金交易的需求，以致現金流進一步緊張。因此，銀行和金

融機構一如既往採用更謹慎的收緊信貸政策。

世界領先風險評估機構科法斯集團 (Coface) 在最近一份報告中指出，全球約 25% 的企業可能會因今次全球大流行疫情而陷入破產危機。

行政長官在 4 月 8 日宣布第二輪 1,375 億元的防疫抗疫基金，這是繼於 2 月 26 日公布的《2020-21 年度財政預算案》的 1,200 億元紓緩措施及獲立法會於 2 月 21 日批准的第一輪 300 億元防疫抗疫基金以外的進一步措施。

措施的目標是協助企業繼續經營和保住員工的就業。根據 IMF 最新預測，香港本地生產總值在 2020 年將錄得負增長 4.8%，失業率則會攀升至 4.5%。我想帶出一點，在當前形勢下，紓緩措施肯定能帶動社會的樂觀情緒。

如果要遏止經濟進一步受創，我們就必須竭盡所能，防止出現更多企業倒閉和裁員潮。現時香港較以往任何時候更需要撐企業和保就業，

期望可以為已受損的經濟注入動力。

經常有人問我，今次疫情會給供應鏈帶來什麼變化。

在上期主席的話中，我提及企業會在中國境外設立新的和獨立的供應鏈，供應鏈主管將需要分散和隔離供應風險。

可是，目前這個問題似乎較我最初的構思還要複雜。

中國在 1 月底宣布封城時，當時並沒有恢復生產的時序，因此供應鏈主管轉向東南亞進行採購。

當時這似乎是個好主意，可是其後這解決不了問題，因為大量的原材料、零件，以至管理團隊均來自中國。當疫情肆虐，病毒蔓延至這些生產基地時，生產活動完全陷於癱瘓。

其後中國有序有效地恢復生產，但對於這些規模較小而又複雜的經濟體來說，情況卻截然不同。

我相信供應鏈主管別無他選，在重

新考慮他們的供應鏈時，卻不能不考慮成本效益和效率，這是困難及須深思熟慮才可以有確實的方案。

我也同意區塊鏈技術將會更廣泛地採用。

區塊鏈技術，如視像會議般，有助解決疫症帶來的障礙。具透明度和可靠的運輸系統是所有付貨人，服務供應商和付運人共同關注的事項。

區塊鏈技術可以為業界帶來目前缺乏的和急需的可預測性和確定性。但區塊鏈不是獨立的技術，它須取決於行業的生態。

儘管新冠肺炎疫情為我們帶來明顯的負面衝擊，它卻是技術創新的強大催化劑。因此，讓我們不要為這流行病導致行業蒙受損失而沮喪，相反應積極反思，從疫情中汲取教訓，加強裝備自己，走出困局。

本著這種精神，讓我們展望未來，繼續努力創新，祝願大家安然渡過困局。

執行委員會 2020

主席

林宜武先生

副主席

林健鋒議員

會員

鍾志平博士

徐晉輝先生

洪克有先生

高敏堅先生

劉榮濤先生

劉會平先生

Mr. V. K. Parekh

孫榮聰先生

司徒志仁先生

陳祖恒先生

王啓達先生

王惠榮先生

胡百濤先生

楊振勳先生

執行總幹事

何立基先生



新冠疫情

對中國物流業的影響

及應對措施簡介

黃重銘

新型冠狀病毒肺炎疫情（以下簡稱：新冠疫情）在全球的爆發，導致多國宣布進入緊急狀態，疫情防控措施不斷升級。這場突如其來的新冠疫情，不僅擾亂了中國國內正常的經濟秩序，也加劇了國家之間的貿易摩擦。當前，中國國內的新冠疫情逐步得到控制，各行業復工復產穩步推進，但疫情在全球範圍內仍在持續蔓延，各國之間的空運、海運部分停航，加上入境管制及貿易限制，在經濟全球化的大背景下，全球產業鏈已受到不同程度的較大衝擊，而中國作為一個佔世界貿易比重達到 12%、與 120 多個國家和地區有貿易往來的經濟大國，疫情將通過國際貿易傳導，危及中國以製造業為主的大多數進出口行業。新冠疫情對中國外貿、物流業有多大的影響，中國物流行業和政府部門有什麼應對政策措施，本文擬作簡要介紹。

一、新冠疫情對中國對外貿易的影響

2020 年 4 月 14 日，國務院新聞辦公室舉行新聞發布會，介紹了第一季度中國對外貿易進出口情況。

據海關統計，一季度中國貨物貿易進出口總值 6.57 萬億元（人民幣，下同），比去年同期下降 6.4%。其中，出口 3.33 萬億元，下降 11.4%；進口 3.24 萬億元，下降 0.7%；貿易順差 983.3 億元，減少 80.6%。具體看，一季度外貿有以下六方面特點：

（一）3 月當月進出口出現回升

今年 3 月份，中國外貿進出口 2.45 萬億元，同比下降 0.8%，降幅較 1-2 月收窄 8.7 個百分點。其中出口 1.29 萬億元，下降 3.5%；進口 1.16 萬億元，增長 2.4%。

（二）東盟超過歐盟成為中國第一大貿易伙伴

一季度，中國對東盟進出口 9913.4 億元，增長 6.1%，佔中國外貿總值的 15.1%，東盟成為中國第一大貿易伙伴；對歐盟進出口 8759.3 億元，下降 10.4%；對美國進出口 6680.1 億元，下降 18.3%；對日本進出口 4656.8 億元，下降 8.1%。此外，中國對“一帶一路”沿線國家進出口 2.07 萬億元，增長 3.2%，高出整體增速 9.6 個百分點。

（三）民營企業進出口降幅較小、比重提升

一季度，民營企業進出口 2.78 萬億元，下降 2%，佔中國外貿總值的 42.4%，比去年同期提升 1.9 個百分點。其中，出口 1.71 萬億元，下降 7.3%，佔出口總值的 51.4%；進口 1.07 萬億元，增長

7.9%，佔進口總值的 33.1%。外商投資企業進出口 2.6 萬億元，佔中國外貿總值的 39.6%。國有企業進出口 1.16 萬億元，佔 17.7%。

（四）一般貿易進出口比重達到 6 成

一季度，中國一般貿易進出口 3.94 萬億元，下降 5.7%，佔中國外貿總值的 60%。其中，出口 1.95 萬億元，下降 11.3%；進口 1.99 萬億元，增長 0.5%。加工貿易進出口 1.56 萬億元，下降 12.4%，佔 23.8%。

（五）機電產品和勞動密集型產品為主要出口商品

一季度，中國機電產品出口 1.95 萬億元，下降 11.5%，佔出口總值的 58.5%。同期，紡織服裝等 7 大類勞動密集型產品出口 5969.8 億元，下降 15.3%，佔 17.9%。

(六) 鐵礦砂、原油、煤等大宗商品和肉類等重點民生消費品進口較快增加

一季度，中國進口鐵礦砂 2.6 億噸，增加 1.3%；進口原油 1.3 億噸，增加 5%；進口煤 9577.8 萬噸，增加 28.4%；進口天然氣 2465.6 萬噸，增加 1.8%。此外，進口大豆 1779.2 萬噸，增加 6.2%；進口豬肉 95.1 萬噸，增加 1.7 倍；進口牛肉 51.3 萬噸，增加 64.9%。受疫情影響，中國進口醫藥材及藥品 619.1 億元，增長 14.8%。

海關的統計數據顯示，當前國際疫情持續蔓延，世界經濟下行風險加劇，不確定不穩定因素顯著增多，中國外貿進出口面臨的困難加大。當前全球疫情還在加快蔓延，國際市場需求萎縮必然對中國外貿出口造成衝擊，外貿新

訂單減少等問題開始逐步顯現，中國外貿發展面臨的困難不容低估。但海關總署的官員表示，中國外貿韌性強，競爭力強，企業創新能力和市場開拓能力也很強，近期各地各部門已採取一系列穩外貿措施，幫助企業克服困難。

二、新冠疫情對中國物流業的影響

從今年 1 月下旬開始，中國集裝箱行業協會、中國道路運輸協會、中國物流與供應鏈博覽會、中國物流聯合會、中國航務周刊等機構，分別開展了不同形式的調研，主要了解物流企業的復工復產安排、業務及運營受影響情況、當前面臨的主要問題、對於今年企業發展的預期等情況。以下將比較有代表性的三個行業協會的調研情況綜合如下：

(一) 中國集裝箱行業協會：

1. 集裝箱運輸業務量下降

海運方面，因航線減少貨源下降，大多港口集裝箱吞吐量出現下降，一季度運量下降 40-50%。鐵路方面，大部分企業減低 20-50%。綜合物流和多式聯運方面，公路運力衝擊最大。全行業一季度運量預計減少 30% 左右。

2. 企業一季度虧損成定局

一季度企業營業收入減少 20-50%。大型港口企業降低 5-20%，航運企業下降 15-30%，多式聯運和綜合物流服務企業收入下滑較大，減少 30-50%。

3. 年度預期普遍下調一至三成



企業普遍下調了全年的市場預期，相對樂觀的港航企業預計收入降低 10-20%，但從事輕資產服務的運輸和物流預計收入降低 20-30%，而從事國際貨運業務的企業預計收入可能只是去年的 1/3。

4. 疫情導致供應鏈成本放大

疫情影響下，集裝箱運輸鏈的成本壓力較大的是承擔門到門運輸的多式聯運承運人和綜合物流商。這類企業除人工、房租、設備租賃費用等固定成本需要支付外，因為疫情帶來的成本增加主要以下幾個方面。一是集裝箱拖車運費增高，這是全國普遍存在的現象，2 月份時，集裝箱拖車費用上漲了 30% 以上，有些線路緊缺時價格翻倍。二是航線消滅帶來的船公司價格上漲，航線減少致航行效率、船舶周轉率、滿足率都降低，還會發生改

港費、滯船費等增長。三是防疫物資的支出。四是因運輸不暢導致的貨運延遲交付帶來的額外成本。五是企業臨時招聘導致的人工成本上漲。六是集裝箱堆存成本增加。

5. 企業應收賬款風險增大

儘管行業大部分企業目前還沒有出現資金斷鏈的風險，但是資金流轉率大幅下降，特別是應收賬款風險在增大。許多運輸和物流企業都是為貨主代墊鐵路、公路、海運、航空、倉儲等費用，應收賬款數額較大。

6. “公轉鐵”遭遇價格新挑戰

自交通運輸部宣布全國免收公路通行費以來，許多鐵路貨物又轉回到公路上。隨著貨車司機陸續返崗，公路價格又開始下跌。貨主向公路運輸壓價，要求公路運價中能夠

減少原運費中約 30% 的過路路橋費。貨運公司也開始競相壓價，長期靠價格競爭的公路貨運市場並沒有從這次免收過路費政策中獲得多少好處。公路免收通行費政策是抗擊疫情所採取的非常有利的幫扶政策，但如果幫扶對象沒有享受到政策紅利，就需要對此進行補充和完善。應力求保證公路運輸市場不出現較大的價格波動，在貨運量下滑的時期，才能將公路運輸免費政策惠及到從事公路運輸中小企業身上。

(二) 中國物流與供應鏈博覽會：

1. 企業資金鏈告急

在疫情衝擊下，全國生產及流通幾乎處於停滯狀態，物流企業陷入經營困難、資金鏈較為緊張。12% 的企業預計賬上流動資金僅能維持





1 個月，52% 的企業預計賬上流動資金僅能維持 1-3 個月。

2. 道路限行導致物流效率變慢

各地封路封城、各大航空公司切斷了飛往中國的航線，區域封鎖已經影響到進出該區域的公路、鐵路運輸的物流業務無法開展，同時空運貨物也受到了嚴重延遲，物流效率明顯受到影響。

3. 各項運營成本增加

首先，為保證復工，企業需要採購防疫物資；延期復工期間，仍需承擔租金、水電、工資、社保、銀行利息等剛性成本，導致運營成本上升。其次，物流成本上漲。空運航班取消率高，艙位緊張且運費上漲。道路限行、汽運市場資源少運費上漲；為保證疫情不影響業務運作，企業需對倉庫進行消毒等，倉儲成本增加。

4. 企業面臨較大的生存挑戰

生產型企業訂單明顯減少，國際貿易訂單面臨取消風險，大多數企業面臨較大的生存壓力。

(三) 中國物流聯合會：

1. 車難行

區域限行導致無法提供順暢的運輸服務，雖然國務院和交通運輸部等有關部門多次下文明令嚴禁封路，但是各地高速公路出入口仍有部分封閉，國省道和農村道路擅自設卡攔截、斷路阻斷交通等違法行為仍然存在。

2. 人難找

由於隔離等防控措施造成人員延遲到崗，多地對於湖北籍司機、非疫區返回員工採取“一刀切”的隔離防控措施。還有一些地方政府禁止非本地員工、臨時員工參與生產。

3. 門難開

由於大量車輛和司機沒有返崗，城市道路交通管制，作為公路貨運傳統主力，也是吸納就業最多的零擔貨運市場無法開門營業。各地較高標準的開工條件，如疫情防控物品、人員隔離時間等，也導致物流企業和貨運市場“開不了門”。

4. 成本高

受開工一再延遲影響，停工期間企業仍需支付停車費、場地租金、員工工資、社保等固定成本，還需支付貸款利息及相關稅費，資金壓力較大。企業開工後由於市場運力不足、運輸時效延遲等問題導致外請車輛成本上漲，各項防疫要求增加日常運營成本投入，更抬高了企業生產經營成本。

5. 錢難賺

如果疫情時間持續、成本繼續增加、供應鏈上下游傳導，中小企業將存在較大的違約和償債風險。有近 7 成企業認為上半年收入將減少 20% 以上，5 成企業認為將減少 30%，還有 2 成企業認為將減少 50% 以上。

三、國家應對新冠疫情的政策措施

疫情發生以來，不少物流企業生產經營受到影響，社會物流成本出現階段性上升。針對企業存在的問題，僅國家層面的政府部門近期就下發 40 多份文件給予支持，涉及物流行業的政策措施綜合如下：

(一) 給予道路貨運企業金融稅支持

財政部、稅務總局等部門明確，疫情期間，運輸重點保障物資的企業，取得的收入免徵增值稅；運輸重要醫用物資、重要生活物資的骨幹企業，享受優惠利率貸款；執行應急運輸任務，屬於政府購買公共服務的企業，可獲得財政補償。

受疫情影響較大的中小微企業，可以申請金融支持。交通運輸部正會同銀保監會，鼓勵金融機構對受疫情影響較大的客貨運輸企業提供專項信貸額度及利率優惠，並把道路貨運駕駛員視同個體工商戶，在銀行貸款方面給予支持。

此外，財政部、國家稅務總局日前聯合發布公告，自 2020 年 1 月 1 日起至 2022 年 12 月 31 日止，對物流企業自有或承租的大宗商品倉儲設施用地，減按所屬土地等級適用稅額標準的 50% 計徵城鎮土地使用稅。物流企業的辦公、生活區用地及其他非直接用於大宗商品倉儲的土地，不屬於公告規定的減稅範圍，應按規定徵收城鎮土地使用稅。公告印發之日前已繳納的應予減徵的稅款，將在納稅人以後應繳稅款中抵減或退還。

(二) 階段性減收部分貨運費

非疫情重點地區全面取消對貨運

危險貨物 道路運輸安全管理

中國實行改革開放 40 年來，經濟高速發展，生產、生活中所需的化工品用量逐年增長，進而對危險貨物運輸的需求也越來越大。據統計，國內每年通過道路運輸的危險貨物超過 10 億噸，運輸車輛超過 30 萬輛。隨著粵港澳大灣區的進一步推進，以及港珠澳大橋的開通，粵港澳之間的危險貨物運輸量也會越來越大。

為使從事粵港澳運輸的人士進一步瞭解國內危險貨物運輸的相關知識，香港付貨人委員會組織國內危險貨物道路運輸專家編寫了《危險貨物道路運輸安全管理》一書，重點介紹安全管理、危險貨物道路運輸安全法規和標準體系、危險貨物道路運輸托運及承運、危險貨物道路運輸從業人員管理、危險貨物道路運輸智慧化管理及電子運單、憑證道路運輸以及危險貨物道路運輸應急管理等的相關知識。具體內容不僅包括國內對危險貨物道路運輸安全管理的基本規定，還系統地介紹了危險貨物道路運輸安全管理的相關規定。



香港付貨人委員會

- * 本書於 2019 年 6 月出版，定價每本港幣 125 元，現特價八折，即港幣 100 元。
- * 請填妥下列表格，連同劃線支票寄：香港付貨人委員會九龍觀塘創業街 9 號 603 室陳先生收
- * 支票抬頭請寫：THE HONG KONG SHIPPERS' COUNCIL
- * 查詢：陳先生 —— 電話：2211 2323 | 傳真：2891 9787 | 電郵：ron@hkshippers.org.hk

《危險貨物道路運輸安全管理》訂購表格

姓名：_____ 公司名稱：_____

地址：_____

電話：_____ 傳真：_____ 電郵地址：_____

☐ 郵遞（額外收費每本書 HK\$40） ☐ 自取

訂購數量：_____ 本 合共金額：HK\$ _____ 支票號碼：_____

車輛、船隻的交通限制，確保原料進得來、產品出得去，力爭實現貨運零阻礙。

公路方面，疫情防控期間，全國收費公路對包括貨運車輛在內的所有車輛免收通行費，大力降低貨物運輸成本。同時，鼓勵保險公司通過延長保險期限、續保費用折扣等方式，適當減免疫情期間停運的營運車輛等保險費用。



2005年回國後在深圳，曾就職於馬士基及聯邦等大型航運、物流公司，具備較豐富的物流、港口和航運經驗及知識。

現任職於深圳市政府交通管理部門，與政府、企業、大學及行業協會等機構關係密切，熟悉及瞭解國家物流業最新發展及政策動向。

水路方面，3月1日至6月30日，政府定價的貨物港務費和港口設施保安費收費標準分別降低20%，取消非油輪貨船強制應急響應服務及收費，同時鼓勵各地結合本地實際，在疫情防控期間加大收費優惠力度。鼓勵港口經營人對受疫情影響嚴重的小微企業，繼續給予減免庫場使用費等優惠。引導班輪公司合理調整海運收費價格結構，鼓勵採用包干費收取。

鐵路方面，3月6日至6月30日，對鐵路保價、集裝箱延期使用、貨車滯留等部分鐵路貨運雜費，實施階段性減半核收。

(三) 為航空貨運開綠燈

近期，國家民航局騰出許多大型機場高峰時刻，供全貨機使用，為貨運航班計劃審批開闢“綠色通道”，鼓勵中外航空公司執行貨運

加班包機，引導閑置客機執行貨運航班。同時，採取優化許可管理、加快計劃審批、出台豁免政策等舉措，方便企業辦理。

此外，國家民航局引導航空公司與重點外資外貿企業建立聯繫，跟蹤運輸需求，針對個別市場可能出現運輸需求激增等情況，及時安排貨運加班包機。

針對企業關心的降成本問題，免徵民航發展基金、降低機場收費、空管收費和航空煤油進銷差價等措施陸續出台。自1月1日起，免徵航空公司繳納民航發展基金。從1月23日起，一類、二類機場起降費收費標準基準價降低10%，免收停場費；航路費（飛越飛行除外）收費標準降低10%。境內航空公司境內航班航空煤油進銷差價基準價降低8%。



We can't be Successful without You



PREFORD = Professional • Reliable • Efficient • Freight • forwarder

Tel: (852) 2766 0877 Fax: (852) 2330 7844

PREFORD NETWORKS

CHINA

SHANGHAI

Tel: 86-21-63508128
Fax: 86-21-63604813

NINGBO

Tel: 86-574-87192777
Fax: 86-574-87192829

TIANJIN

Tel: 86-22-58881500
Fax: 86-22-58881502

QINGDAO

Tel: 86-532-85711880
Fax: 86-532-85711237

XIAMEN

Tel: 86-592-2391507
Fax: 86-592-2391500

THAILAND

BANGKOK

Tel: 66-2-129 1230-2
Fax: 66-2-1291233

INDONESIA

JAKARTA

Tel: 62-21-666 74678
Fax: 62-21-666 03074

VIETNAM

HOCHIMINH

Tel: 8428-62564721

WWW.PREFORD.COM.HK



THE WORLD'S HEALTH IS IN THE SAFE HANDS OF TURKISH CARGO

AS THE CARGO AIRLINE THAT FLIES TO MORE COUNTRIES THAN
ANY OTHER, WE CARRY ALL YOUR HEALTH AND WELLNESS NEEDS,
FROM PHARMACEUTICALS TO MEDICAL SUPPLIES WITHOUT EVER
INTERRUPTING THE TEMPERATURE-CONTROLLED COLD CHAIN.



TURKISH CARGO

turkishcargo.com.tr