

SHIPPERS TODAY

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NOV-DEC 2020

Vol. 43 No.5

COVER FEATURE

Shipping sector struggles in ongoing COVID pandemic



Chairman's Message

Govt support vital for logistics sector's survival in rough seas



THE HONG KONG SHIPPERS' COUNCIL

ISSN 1561-1175



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Publisher Wellfit International
Design Printing (HK) Limited
Printer

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.

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Willy Lin
Chairman

Govt support vital for logistics sector to survive rough seas



In response to the Chief Executive's request for additions to the Policy Address 2020, The Hong Kong Shippers' Council made a submission. The following are highlights:

a. We appeal to the SAR Government to help Hong Kong companies to engage more actively in e-commerce, as this industry is set to grow at a much faster rate than traditional trading. To achieve this, the government should target at establishing a dedicated e-business hub for local companies. The primary functions of this hub would include, but not be limited to: forging strategic partnerships within the private sector; promoting a "Hong Kong" name for branding; setting up and implementing facilitation policies; and providing administrative support in areas like cross-border customs clearance, process, and product certification, technology adoption and compliance, etc.

b. We must also remind the government of the all-important task of facilitating off-shore trading. Considering the possibility of intensification of Sino-US trade conflicts, Hong Kong companies

will need to conduct more off-shore businesses including trading, financing, and manufacturing. The government should have dedicated policies as well as a designated structure and mechanism to help the private sector to develop more off-shore trading businesses.

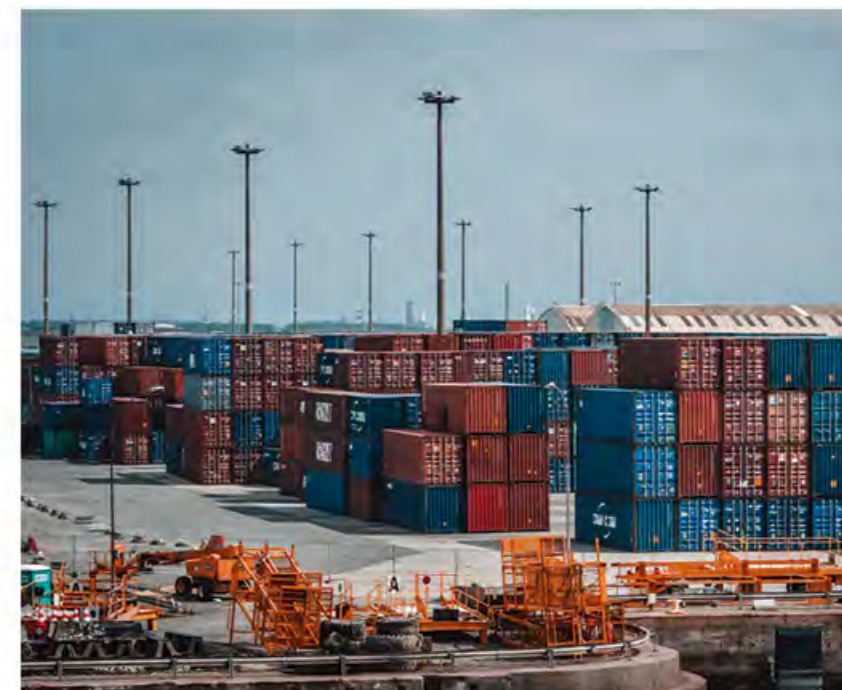
c. The government should reserve more land for logistics use. While there are great needs for residential housing, the Hong Kong logistics industry is likely to be impacted by limited land supply, namely due to major developments in Hung Shui Kiao, Yuen Long, and New Territories (North East) areas. Shortage of land and facilities will cause a greater surge in costs and restrictions in capacity, and consequently impair the competitiveness of the industry. In addition, it is important to ensure that duration of the lease, the terms and conditions set for the logistics facilities, etc. are able to cope with the ever-evolving needs of the industry.

d. The government should continue to dedicate efforts to establishing logistics facilities near the HK-China border that would be made available for use

of Hong Kong businesses. It would be best if Hong Kong interests could secure a controlling share, or even management rights of the facilities. There should be green lanes/express channels to connect these facilities to Hong Kong.

e. We strongly support the government's desire to negotiate more Free Trade Agreements (FTAs). This includes measures such as the Avoidance of Double Taxation Agreements, and Investment Protection Agreements with countries along the Belt & Road, the European Union, and other overseas markets.

f. We also support greater facilitation for adoption of technologies, particularly automation, robotics, and artificial intelligence. This is because the COVID-19 outbreak will lead to accelerated use of automation, robotic, and artificial intelligence in the near future. This will not only ensure cost savings, but it would be a valuable addition for ensuring Hong Kong's competitiveness in the global arena. The government should make certain that proper policies and sufficient



support networks are in place for the industry to meet these new challenges. The government should consider direct assistance to manufacturers and logistics operators for quick and efficient adoption and establish proper agencies to help them.

g. The government has offered different assistance fund schemes for trades and industries. The latest schemes, which are designed specifically for the logistics sector, include a \$300

million Pilot Subsidy Scheme for third-party logistics service providers, and a job creation scheme for the logistics industry, together with other general relief schemes that have been offered. We are delighted that the government has taken swift action as the industry is under a lot of strain.

We are sailing over rough seas, and let's stay together, and become stronger together!

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Uncollected cargo claims

We recently have received a lot of uncollected cargo claim cases from our forwarder clients, which have kept our six claim handlers very busy. We would like to take this opportunity to talk about this troublesome problem of uncollected cargoes. Actually, the forwarders have been facing this real headache at least over the past two decades.

Container demurrage

It is common to see the shipping companies charge the container demurrage at about US\$100/day/20' container and US\$200/day/40' container. Accordingly, one month of uncollected cargoes will result in container demurrage of US\$3,000 (for a 20' container) and US\$6,000 (for a 40' container). Such are even more than the value of the containers (say US\$2,500 for a new 20' container and US\$4,000 for a new 40' container).

Accordingly, one year of uncollected cargoes may easily lead to container demurrage of US\$36,000 (for a 20' container) and US\$72,000 (for a 40' container). Hence, the crux of the uncollected cargo problem lies in the container demurrage. The higher the container demurrage, the lower the chances of taking delivery of the uncollected cargoes. The end result is: the uncollected cargoes remain being uncollected.

Consignees

As the consignees do not come forward to take cargo delivery, the forwarders will not have any contractual relationship with the consignees. Under the HB/Ls, the shippers ask the forwarders to carry the cargoes for delivery to the consignees. The contracts of carriage under the HB/Ls are just between the shippers and the forwarders (NVOCs) until the consignees present the HB/Ls to the NVOCs to take cargo delivery. Therefore, the forwarders as NVOCs basically have no contractual right to claim against the consignees for the extra costs resulting from the uncollected cargoes.

Shippers

From our observation, around 50% of the shippers take more or less no action and basically leave the forwarders to face with the problem of uncollected cargoes. Another 50% of the shippers use different ways to delay the matter e.g. keep telling the forwarders they are discussing with the consignees or finding new buyers, ask the forwarders to do return shipment quotations. But the results in the end will be more or less the same: the cargoes still remain uncollected after e.g. six months or even one or two years.

Moreover, the shippers will not agree to pay any uncollected cargoes' extra

costs. Many of the shippers will simply disappear in the end.

Forwarders' liability

The shipping companies will claim against the forwarders based on the MB/Ls for all the extra costs resulting from the uncollected cargoes e.g. container demurrage, terminal storage fees... The forwarders being the shippers / consignees under the MB/Ls in principle have to assume liability to the shipping companies for the actual losses suffered by the shipping companies.

Container daily rental vs container demurrage

It is well known in the shipping industry that the container leasing companies will not charge more than US\$1/day or US\$2/day for a 20' container, or US\$3/day or US\$4/day for a 40' container.

Moreover, it is very common that the shipping companies in fact do not hire any substitute containers from the container leasing companies to temporarily replace the containers involved in the uncollected cargoes. The shipping companies may therefore suffer the actual losses of only US\$1 or US\$2 per day, or US\$3 or US\$4 per day, or even no actual losses. The container demurrage of say US\$100 or US\$200 per day will not be the

shipping companies' actual losses but only something based on some penalty clauses (even on the assumption such container demurrage rates have really been agreed by the shipping companies and the shippers), which should be legally invalid and unenforceable.

Uncollected cargo sale or disposal

It is important that the HB/Ls should have contract terms providing the contractual right for the forwarders to sell or dispose of the uncollected cargoes e.g. after giving a 14-day warning notice to the shippers and the consignees.

If HB/Ls do not have the contract terms giving the forwarders the contractual right of sale or disposal of uncollected cargoes, the forwarders will need to apply to court for an order allowing the forwarders to sell or dispose of the uncollected cargoes in order to avoid cargo conversion liability.

No matter it is by means of the HB/L contractual right or the court order, the sale or disposal of the uncollected cargoes should be done by public auction in order to prove that the sale proceeds obtained is fair and reasonable.

Cargo Conversion

Since the forwarders are not the owners of the cargoes, the forwarders have no legal right to sell or dispose of the

uncollected cargoes. If the forwarders (without any HB/L contractual right or court order) still proceed to sell or dispose of the uncollected cargoes, the cargo owners may sue the forwarders for conversion and the court may hold the forwarders fully liable to compensate the cargo owners based on the full value of the cargoes.

Loss prevention

The forwarders should know the shippers and the consignees well before doing business with them.

It is important that the forwarders should have good HB/L contract terms as a sword (giving the forwarders the contractual right to sell or dispose of the uncollected cargoes) and as a shield (defending the forwarders against the cargo conversion claims from the shippers and consignees).

Moreover, the forwarders should use the penalty clause argument to fight against the shipping companies' container demurrage claims.

Lastly, the forwarders should transfer the risks to the transport liability insurers covering the forwarders for the uncollected cargoes' extra costs and the cargo conversion liability.



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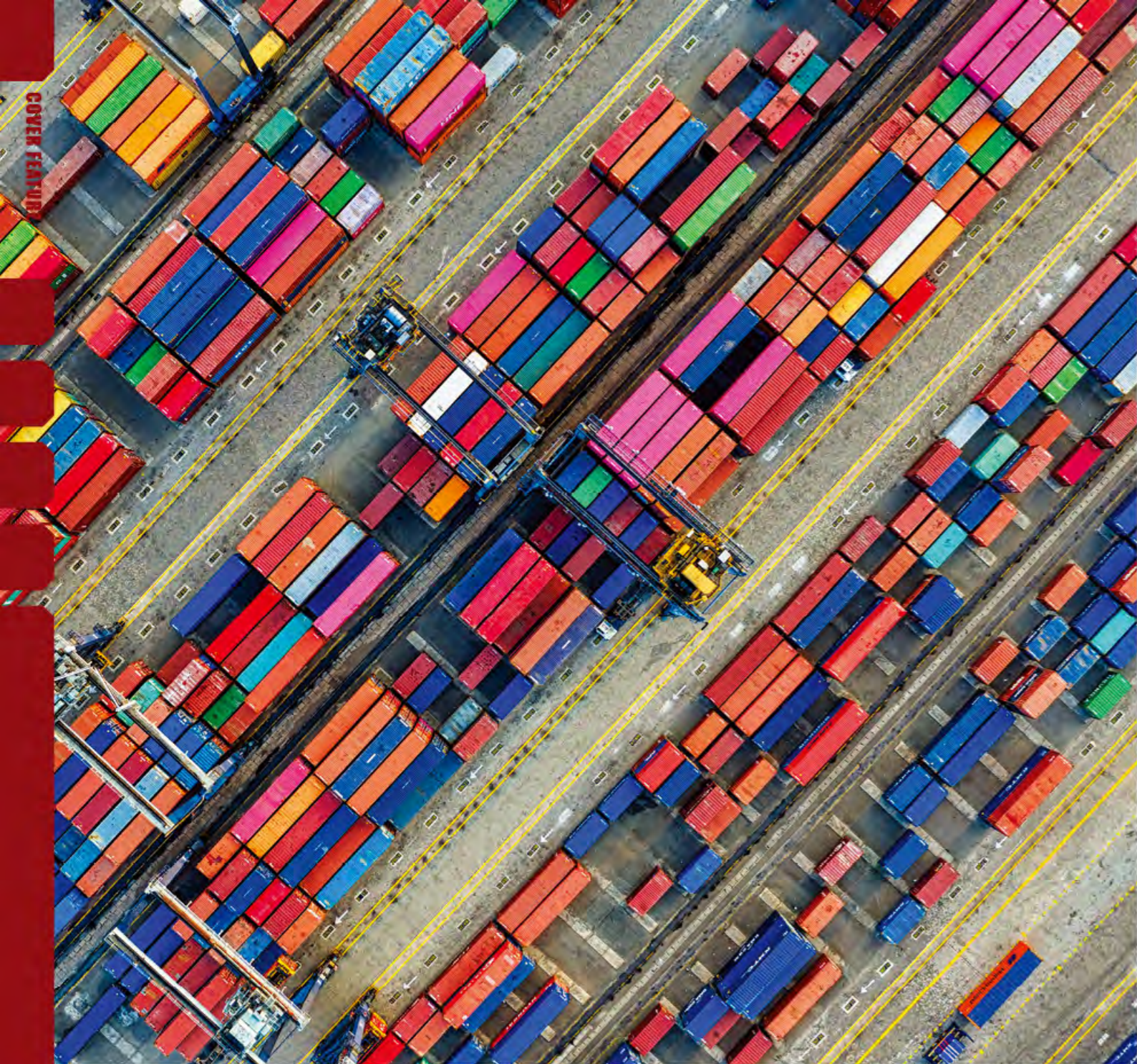


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Shipping sector struggles as pandemic continues its rampage

With COVID-19 still with us and showing no signs of abating, shipping industry experts predict a fragile growth in the last quarter and seem uncertain where the sector is heading in 2021

By Ken Gangwani

Carrying 90 per cent of international trade, the shipping industry is the warhorse of the global economy. Unfortunately, the industry has had to face major disruptions due to restrictions and lockdowns imposed following the coronavirus outbreak and the resultant fall in activities, both economically and commercially.

Operations of shipping companies and related industries, including terminals, ports, have been affected and the fall in demand for commodities and materials has pushed freight rates lower.

"Commercially due to a drop in demand for many products, with countries being in lockdown, it is pretty obvious that the container industry is facing tremendous difficulties. The dry bulk segment which deals with iron ore, coal, grain, and the main bulk commodities is suffering due to lower demand," Esben Poulsson, chairman of the International Chamber of Shipping (ICS), explained to International Shipping News.

Peter Sand, chief shipping analyst at BIMCO (Baltic and International Maritime Council), the world's largest international shipping association, said: "What we have seen in the past couple of months has been a complete breakdown of supply chains that normally run like clockwork — they have completely been



Esben Poulsson



Peter Sand

clogged up as we have seen more or less full lockdowns across the globe."

There are concerns that these supply chains might never go back to what was considered normal in pre-COVID-19 times. Analysts warn of a more decentralised trading environment going forward.

"We do not foresee them to be completely changing the world as we once knew it, but it will surely be away from a more centralised trading and network environment to a little bit more decentralised. I am afraid we are also going to see more focus on protectionism than globalisation and that in itself may be the one thing which is most critical for the global shipping industry," explained Sand.

This year has undoubtedly been a challenging one for the shipping industry. 2020 began with the introduction of new fuel regulations that cast uncertainty over the shipping markets along with the impact of the US-China trade war. The market was soon overtaken by the impact of the pandemic, creating upheaval and long-term uncertainty.

"2020 has proven that nothing can be taken for granted," said S&P Global Platts.

It noted that the fourth quarter of the year is often cited as a traditionally strong period for spot freight markets. Tanker and LNG markets can benefit from increased demand with the onset of winter in the northern hemisphere, while dry bulk responds to increased coal shipments and gains after the harvest.

At the same time, historically the winter holiday season leads to increased volumes for container freight carriers.

But Platt warned that expected seasonal upturns in freight markets should always be treated with caution. Other factors are influencing markets and predictions could be far from straightforward.

Looking at the factors at play in the market segments, Platts highlights that the tanker sector has been especially hard hit by low demand coming from the global lockdowns

and changes in global trade. Also, production issues and the crude oil price war combined to create dramatic changes in the market. Even the lowest order book in years for new tanker construction has not provided significant relief near-term.

While Platts believes that normalised oil production and demand in the fourth quarter will maintain freight rates stable at slightly higher levels, they nonetheless forecast renewed interest in floating storage amid the supply of unsold barrels.

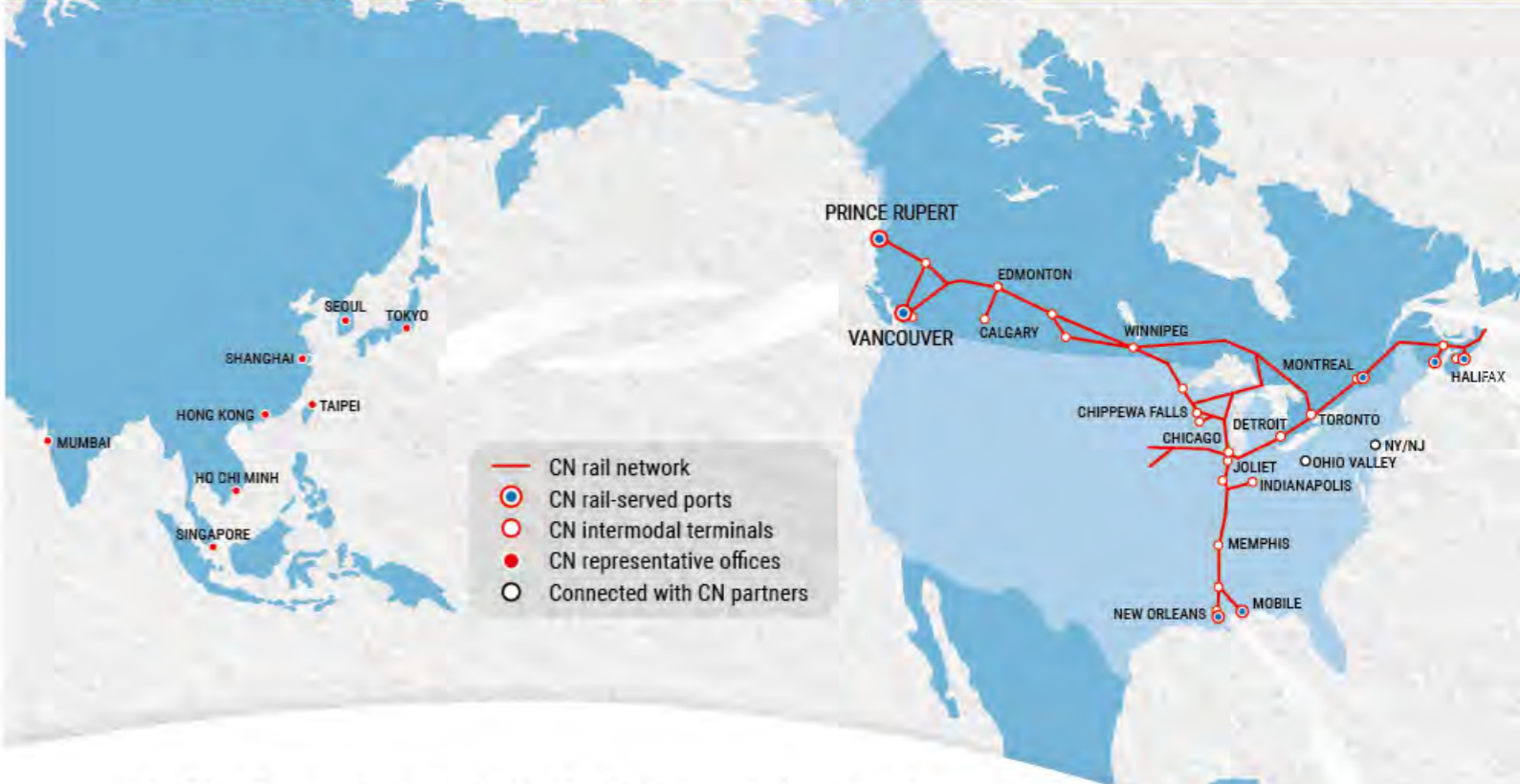
LNG carriers are experiencing a nearly three-year low for spot shipping with sentiment turning bearish due to supply disruptions in September. However, Platts believes that spot rates will be rising. They predict the market will increase gradually.

Unlike the tanker sector, container carriers have experienced strong rates leading up to the fourth quarter due in part to their efforts at careful capacity management and the use of void sailings. A spike in demand starting in July and August as manufacturers and retailers sought to restock, while also dealing with increased demand for goods such as PPE (personal protective equipment) and home-working equipment, contributed to the rates. It also created logistical challenges such as a shortage of containers.

Platts reports that market sources are split on the direction for freight rates for the remainder of the year. While there is a sense that rates might remain level, there is also a prevailing view that the demand spike is expected to be short-lived.



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Container shipping activity has staged a sharp rebound in recent months and is nearing pre-pandemic levels — but the outlook remains clouded in uncertainty, a top industry executive told CNBC.

"Here we are in September, and actually, we've almost recovered back to the levels we had in global container volumes compared with pre-COVID," Jeremy Nixon, the chief executive officer of Singapore-based Ocean Network Express (ONE), told CNBC.

Nixon now sees signs of a V-shaped rebound underway, after a six-month "roller coaster" ride that began as a supply shock concentrated around China and evolved into a worldwide demand problem by Spring.

The coronavirus outbreak was first reported in the Chinese city of Wuhan late last year, and has since spread to the rest of the world, ravaging demand as well as the global economy.

He attributed the expected rebound to three main factors: a surge in demand for PPE (such as masks and gloves) and medical goods; inventory build-up during the shutdowns are returning online again; a shift in consumer purchasing behaviour as people cut back on



travel and hospitality and spend more time and money at home.

"What we've seen in the last two or three months, those items around the home — whether it's home improvements or enhancements to people's home offices, electronics or even exercise bicycles — we're seeing that sector has really picked up, and a lot of that production actually moves in containers as opposed to air freight," Nixon explained.

In dry bulk, said Platts, there are concerns about the oversupply of tonnage, lacklustre coal markets, and weakness in the grain markets, especially in the Black Sea.

However, China's demand for grains has shown no sign of weakening contributing to increases in exports and high voyage rates. The coal market in the US was perhaps the most severe casualty of the coronavirus pandemic, said Platts, forecasting that coal voyage rates may remain subdued for some time to come.

主辦機構:



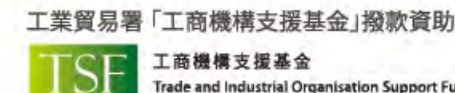
香港物流協會
Hong Kong Logistics Association

執行機構:



香港品質保證局

資助機構:



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「制定冷鏈物流管理體系之實務守則，以針對及協助物流業的長遠發展」

隨著市場全球化、電子商貿和中國大灣區的急速發展，冷鏈物流管理的需求亦日漸增加。香港處於優越的地理位置，擁有完善的國際網絡，是不容置疑的國際物流中心。可是，因冷鏈物流管理不善及新入行人士的經驗不足等因素，食物中毒事件偶有發生。香港物流業面對著很多挑戰，因此香港必須發展一套適用於本地業界廣泛使用的冷鏈物流管理實務守則。

有見及此，香港物流協會在香港工業貿易署「工商機構支援基金」的資助下，推行「制定冷鏈物流管理體系之實務守則，以針對及協助物流業的長遠發展」項目，並委託香港品質保證局為項目的執行機構。現階段的「冷鏈物流管理體系實務守則」主要先針對冷凍和冷藏食品的處理。



項目目的

- 協助業界建立一套有效及適用的香港冷鏈物流管理實務守則
- 提升現有的冷鏈物流管理系統的質素及優化其系統
- 減少因冷鏈物流管理不善而發生的食品安全事故的風險



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項目內容

● 冷鏈物流管理體系項目指南 (將於2021年初發佈)

在完成現行物流管理相關的標準和指引的研究及業界訪談調查後，香港品質保證局的技術團隊把已搜集的資料導入已草擬的「冷鏈物流管理體系實務守則」及相關資料文件（如：流程圖、檢查清單等）。

此外，本會亦會邀請物流業界參加先導計劃（試驗計劃），透過現場運作試驗以確認「冷鏈物流管理體系之實務守則」的適用性、可行性、實用性、全面性和有效性。

● 冷鏈物流管理體系項目指南的內容包括：

透過先導計劃，以確認及評定「冷鏈物流管理體系」實務守則的適用性、可行性、實用性、全面性和有效性。先導計劃共有兩個階段：

- 冊一：(1) 冷鏈物流行業的歷史及發展、
(2) 項目簡介及
(3) 先導計劃的經驗分享

- 冊二：(1) 「冷鏈物流管理體系實務守則」

冷鏈物流管理體系項目指南將於2021年初發佈。印刷本會於先導計劃經驗分享會（試驗計劃經驗分享會）派發，及以郵寄方式予香港物流協會會員及參與業界訪談調查的機構及公司。餘下的印刷本將透過香港品質保證局及其他合作機構協助發放。電子版本將於香港物流協會有限公司的項目網頁免費供業界及公眾瀏覽。

合作機構:



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香港貨運人委員會



Logistics and Supply Chain Management Hub Centre
物流及供應鏈管理支援中心



Hong Kong Sea Transport & Logistics Association
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GS1
Hong Kong

But the dry bulk market upwards prospects from 2021 onwards seem to have a "ceiling", shipbroker Allied Shipbroking told Hellenic Shipping.

"While futures indicate that an improvement could be on the cards until the end of 2020, the same can't be said for the start of next year moving forward. With summer holidays just past, the debate now remains as to what we can expect for the remaining part of the year."

"Traditionally final quarter has been in favour of stronger markets. The summer period and the considerable recovery in sentiment during the same time frame, has left adequate space for some to hold a relatively bullish outlook for the upcoming months. However, operating under a tailrisk regime, how 'safe' is that approach?"

Regarding reefers, Drewry's latest research showed growth in seaborne perishable cargo slowed in 2019 but it is forecast to better weather the COVID-19 induced economic storm than the dry cargo trade given the broader resilience of the food supply chain.

Meanwhile, availability of refrigerated container equipment is forecast to tighten as buoyant trade and continued modal shift boost expansion in reefer cargo carried by containerships, it added.



Worldwide seaborne reefer trade recorded growth of just 1.7% in 2019 to 130.5 million tonnes, its weakest rate of growth since 2015, said Drewry. Traffic growth was held back due to lower shipments of both deciduous and citrus fruits on the back of extreme weather conditions in Europe and drought in South Africa and Chile, though aided by soaring pork traffic into China following the outbreak of African swine fever.

Drewry forecasts that seaborne reefer traffic will reach 156 million tonnes by 2024, representing average annual expansion of 3.7% which is faster than the anticipated growth in the wider dry cargo trade.

"Drewry expects the reefer trade to be more recession proof against the economic impacts of COVID-19," said Drewry's head of reefer shipping research Philip Gray. "And near term, it will continue to benefit from African swine fever induced protein demand into Asia. The continuing trade standoff between the US and China remains a threat to transpacific trade, but could provide opportunities for others through trade substitution, such as East Coast South America to Asia."

As regards to the global economy since the coronavirus fallout, the economic outlook remains exceptionally uncertain, with global GDP still expected to decline by at least 4.5% this year, reported Bollore Logistics.

International Conference on Logistics 4.0 Transformation of Hong Kong SMEs for Logistics, Manufacturing and Trading

The International Conference on Logistics 4.0 was drawn to a successful close in late September, along with introduction of Logistics 4.0 maturity level model for Hong Kong co-initiated by Fraunhofer IPT and HKPC. This conference gave the audience more insights on the innovations and advantages in the Logistics 4.0.



Group photo of Hon Frankie YICK, Legislative Councillor, Mr Willy Lin, Chairman of Hong Kong Shippers' Council and Hong Kong Productivity Council, two local speakers and representatives of collaborating organisations



Mr Toni Drescher from Fraunhofer IPT Germany shared on Logistics 4.0 and current challenges in supply chain and introduced the Logistics 4.0 maturity level model



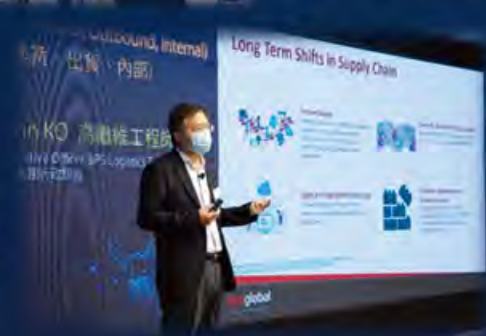
Mr Justin BAIRD from DHL Singapore delivered a speech on customer-centric supply chains in the experience economy and introduced on the DHL Trend Radar



Ms Anne Thiesen from Port of Hamburg Marketing for Hong Kong & South China shared on the latest global trends in logistics industry and the concept of smart port



Dr Ing Anke Wierorrek from Fraunhofer IML briefed us about the current developments and future trends in logistics and supply chain management



Ir Kelvin Ko from BPS Logistics Technology shared with us about the application of Logistics 4.0 to react the dynamic situation and customer needs

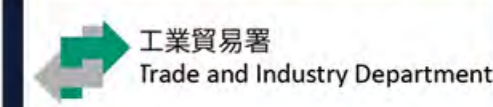
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The World Trade Organisation forecasts a 9.2% decline in the volume of world merchandise trade for 2020, followed by a 7.2% rise in 2021.

Although the trade decline during the COVID-19 pandemic is similar in magnitude to the global financial crisis of 2008-09, the economic context is very different. As a result, the volume of world merchandise trade is only expected to decline around twice as much as world GDP, rather than six times as much during the 2009 collapse.

Air cargo has been severely affected and in a shorter time span than the 2008/9 crisis. The decline in air cargo is driven by capacity constraints, as opposed to the fall in economic activity that happened during the 2008/9 crisis, hence recovery will also be driven by capacity constraints.

In shipping, the number of cancellations in October 2020 doubled when compared to the previous month. The increase was due to the seasonal drop in volumes generated by the Chinese Golden Week holiday.

With the coronavirus causing so much economic pain around the globe, do you see heightened risk of geopolitical conflicts, FreightWaves asked Sand in an exclusive interview.

He replied: "Without a doubt. The more negative the impact on economic growth, the more countries will point fingers at their

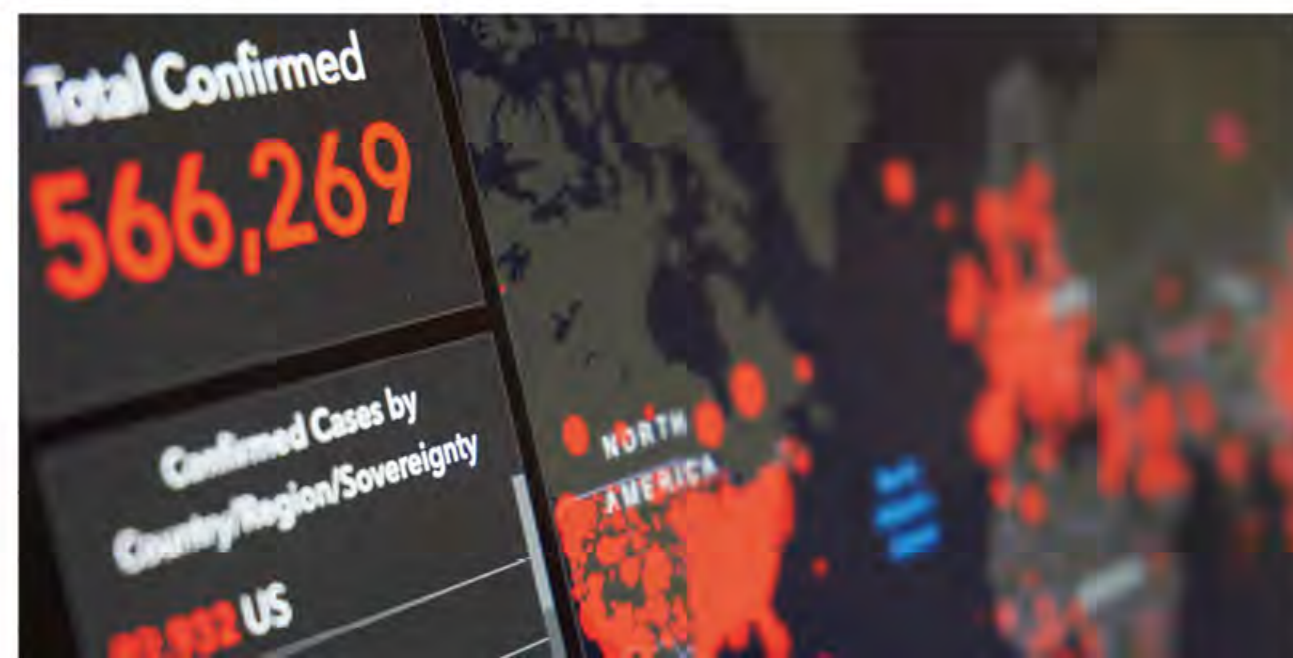
neighbours and trading partners, increasing geopolitical tensions. National interests and protectionism are flourishing. As an economist, I believe that is irrational because countries are hurting themselves. But I also believe it's inevitable due to political interests and emotions.

"What's bad for globalisation is bad for consumers and bad for seaborne transportation."

Where next for shipping markets? Naturally there are different drivers depending on the commodity and vessel type, but one common theme emerges: cautious optimism that the rest of the year could see an upturn in economic activity after the dramatic slowdown prompted by the COVID-19 pandemic over the past few months.

This is, however, tempered by fears of another wave of infections which could lead to renewed tightening of lockdowns and deepening economic malaise, according to Platts.

The coronavirus has undoubtedly caused substantial disruption to the shipping industry, Platts concludes. With an uneven recovery, they however caution that traditional seasonal upturns may not produce the expected results for the remainder of 2020. Longer-term they believe shipping is looking for new opportunities under drastically changed economic conditions.



Seminars on Logistics 4.0 Towards Logistics 4.0 – Preparing for the next stage of logistics in Hong Kong

Seminars on Logistics 4.0 was held successfully on 29 & 30 September. The speakers of the two half day seminars gave the audience more insights on the innovations and advantages in the Logistics 4.0.



Topic for seminar on 29 Sep:
Business model innovations for logistics

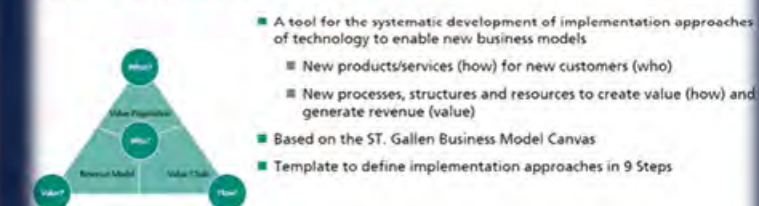


Mr Patrick KABASCI from INC Invention Center Hong Kong and Mr Christan MAASEM from Center Connected Industry at RWTH Aachen Campus gave an introduction on L4.0 and shared the idea of the value that can be generated by Logistic 4.0



Topic for seminar on 30 Sep:
Advantage of Logistics 4.0 for Hong Kong Logistics, Manufacturing and Trading Industry in the Future of Supply Chain Enhancement

Business Model Innovation and Logistics Technology Implementation Canvas



Dr-Ing Anke WIEZORREK and Dr-Ing Markus Witthaut shared the foundation of business models and logistics and case of technology implementation

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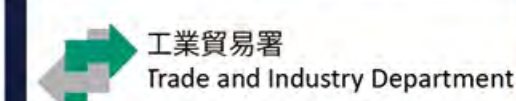
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ALMAC 2019

ALMAC 2020 hosted online is not to be missed

In keeping with the world's unprecedented shift to a more virtually driven world, this year's edition of the Asian Logistics, Maritime, and Aviation Conference (ALMAC) — the biggest industry event in Asia — will be hosted online.

The 10th ALMAC — which will be hosted from 17th to 18th November — is aptly themed, "Capturing opportunities amidst volatility".

This particular conference comprises major keynote speakers, seminars, and sessions that are intended to show attendees how to fortify their supply chains during times of uncertainty, and discuss Asia's evolving role in global supply chains.

And given the world's growing reliance on technology, ALMAC will also be showcasing technologies and innovations that can be applied to logistics operations and management practices in order to give businesses a much-needed edge in the world of late.

"Power Dialogues: Prospects for Asian connectivity under the new normal" is being touted as this year's most topical session and will be conferring over Asia's role in the current air freight and maritime

sector that will long be battling the effects and aftershock of COVID-19.

As for our more local panels, the future of Hong Kong's role in the ever-growing Guangdong-Hong Kong-Macau Greater Bay Area will be another major panel event that is not to be missed.

The ALMAC is also famed for attracting its fair share of industry titans. Among this year's conference are:

- Alexey Nikolaevich Grom, CEO of United Transport and Logistics Company: Eurasian Rail Alliance (UTLC ERA)
- Kelvin Leung, CEO of DHL Global Forwarding (Asia Pacific)
- Vincent Clerc, CEO Ocean & Logistics and Executive VP of Maersk
- Kitack Lim, Secretary General of the International Maritime Organisation.

Do you need solutions for reinvigorating your business or logistics services? Or are you seeking out new partnerships? Visit the ALMAC website to find out more about what's on offer at this year's conference. We update our website on a weekly basis, so stay tuned.



New Fast Pass to Hong Kong AEO Enjoy Dual Benefits provided by Customs

Hong Kong Authorized Economic Operator (AEO) Programme, formally launched in 2012, is administered by the Customs and Excise Department (C&ED) under an open, free and voluntary certification regime. It fully complies with the SAFE Framework of Standards to Secure and Facilitate Global Trade advocated by the World Customs Organization and represents a Customs-to-Business partnership to enhance international supply chain security and facilitate movement of legitimate goods. As of October 2020, 67 companies have been accredited as Hong Kong AEOs.

Being accredited as Hong Kong AEO is a manifestation of the outstanding performance of a company in upholding supply chain security and representing a reliable and trustworthy international brand. Local companies engaging in international supply chain having met pre-determined security standards could join the Hong Kong AEO Programme as a trusted partner of C&ED to enjoy various benefits, including reduced customs inspection, prioritized customs clearance, strengthened company's marketability and competitiveness.

Recently, C&ED has upgraded the trade benefits to Hong Kong AEOs by providing priority service to Hong Kong AEOs for their applications under the Free Trade Agreement (FTA) Transhipment Facilitation Scheme. Upon submission of the required documents, their applications will be granted within one working day which allows enterprises to enjoy the customs tariff reduction within the FTA network with a view to connecting the business opportunities within the region and facilitating business development.

The "Fast Pass" provided to Hong Kong AEOs and the extension of benefits aid them in saving operating cost and facilitating business development. Hong Kong's position as a regional logistic hub could be further strengthened with the invigorate development of the logistic industry. C&ED will continue to spare no efforts to further strengthen support to local traders for them to recover from the disruptions and downturns caused by the pandemic.

For details, please contact:
Office of Supply Chain Security Management
Tel: 3759 2153
Email: aeo@customs.gov.hk





DispatchTrack offers safe and seamless logistics experience

DispatchTrack, a last-mile logistics technology company, recently announced a contactless pickup logistics optimisation solution.

The solution enables retailers of big and bulky goods in industries like building supplies, furniture and appliances to integrate safe and seamless customer pickup experience at warehouse locations.

Differing from curbside pickup solutions retailers are rolling out at stores, DispatchTrack's pickup logistics optimisation focuses on warehouse pickup only. Since 27% of Buy Online Pickup in Store orders being collected via curbside pickup, the need for an updated approach was sped up by a need to avoid inefficiencies and safety concerns during COVID-19.

DispatchTrack's contact-free pickup solution allows an end-customer to schedule their pickup time slots at a warehouse. The automated system also allows

customers to notify the warehouse of their arrival and the warehouse to route them to the right pick-up spot. This reduces the risk of transmitting COVID between customers and warehouse workers.

This contact-free pickup solution is made possible via DispatchTrack's last-mile logistics technology, which includes route optimisation, real-time tracking and ETA.

DispatchTrack began offering contactless pickup in 2020 and now provides this solution across the platform in nine locations in the US. Participating customers are utilising this solution as a way to mitigate risk and meet customer expectations.

Enterprise-scale clients are rolling out the solution as a way to deal with the immediate challenges of COVID-19. DispatchTrack's last-mile logistics technology encompasses end-to-end functionality for self-scheduling,

route optimisation, customer communication, contactless delivery, real-time tracking and ETA, proof of delivery and delivery network intelligence and analytics.

"Innovating to provide the best possible customer service experience via last-mile logistics is our forte. Although prompted by the immediate challenges presented by the pandemic, we are committed to the longevity of pickup logistics optimisation as yet another way to provide the businesses we work with the ability to seamlessly integrate a more customer-oriented solution into their workflows," said Satish Natarajan, co-founder and CEO of DispatchTrack.

"Managing customer demand and newly imposed safety regulations is a lot for organisations and our goal is to simplify the process across the board while imparting lasting impact on their end-customers."



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DB Schenker roars in Asia-Pacific with the 'Red Lion'

DB Schenker's new regional high-speed logistics hub in Singapore costs 101 million euros, the largest investment in its history. The new hub is fully equipped with the latest automation technology and provides first-class logistics services, including 3D robotic labelling system in multiple languages.

DB Schenker, the world's largest logistics provider, marked another milestone in the global transport industry when it unveiled in August its new five-storey regional high-speed logistics hub in Singapore known as the "Red Lion."

The opening of this facility, one of the few large-scale integrated air freight and contract logistics hubs in the world, coincided with the 50th anniversary of DB Schenker's operations in the Lion City, which is one of the most important logistics hubs in Asia Pacific.

Schenker's first branch in Singapore was set up in 1970. Since then, the business has seen tremendous growth, with the number of locations in the city state rising to 13, including DB Schenker's regional head office for the Asia-Pacific Region (APAC).

Worth a whopping 101 million euros, the Red Lion warehouse is strategically located in the Airport Logistics Park of Singapore (ALPS) at Changi Airport, the site sets a new standard in combining the world's most advanced technological developments with the highest levels of sustainable warehouse management for its customers.

"DB Schenker further strengthens its position among the world's leading logistic service providers for the APAC region. Our new logistics hub makes us even faster and more reliable for our customers. The record investment in Red Lion marks an unparalleled milestone for our corporate history of almost 150 years. We are happy and proud to reinforce our commitment to Singapore as the heart of our logistics operations in Asia," said Jochen Thewes, DB Schenker's Chief Executive Officer.

Red Lion solidifies Schenker's position in Singapore as the largest and most advanced third-party logistics provider in the ALPS.

Combined, the mechanised airfreight hub and contract logistics warehouse extend over 51,400 square meters

on five floors, equal to the size of seven soccer fields. A next generation Warehouse Management System and a synchronised IT platform bridging the various automations enable Red Lion to increase warehouse productivity by up to 100% compared to manual processes, and to reduce lead time for customers by 40% compared to non-integrated facilities.

Incoming freight is processed through a ball deck, which increases speed and eases handling. Pallet lifters then move freight to the automated warehouse with Very Narrow Aisles (VNA) to optimise capacity.

The multi-shuttle and carton live storage systems are complemented by Goods-to-Person (GTP) and Pick-To-Light technologies, conveyor systems, and Automated Guided Vehicles (AGVs).

Red Lion is also the first warehouse to offer an in-house designed robotic labelling system, which utilises 3D-vision technology and three robotic arms to apply labels in multiple languages on products of varying sizes, shapes, and configurations.

"Our new warehouse is a record-breaking facility full of technological and digital innovations. It is designed to serve customers with requirements for short lead times and high throughput. Our robotics will revolutionise product labelling. With our automation novelties, we are paving the way for our continuous journey in contract logistics towards a fully digital supply chain," said David Christmas, APAC Contract Logistics Board Member at DB Schenker.

Moreover, the building recognises Schenker's commitment to promote sustainable development and environmental protection. 1,440 photovoltaic solar panels, along with other sustainability features, enable energy savings of 34%. Thus, Red Lion is certified with the Green Mark Platinum label by the Building and Construction Authority (BCA) in Singapore as well as the LEED Gold Standard.

DB Schenker, a division of the German rail operator Deutsche Bahn AG, said Schenker Singapore meets changing customer demands in the evolving logistics landscapes through innovations, consistency in quality, and competences in key sectors such as semiconductor, healthcare, aerospace, high-tech and consumer goods.



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

SUPPLY CHAIN INSIGHTS

The Asian Century Part 4: Regional Supply Chains

By Mark Millar

The endless pursuit of low-cost labour solutions has had ramifications for system-wide costs, notably the additional overheads and risks involved in managing globalised supply chains. These unintended consequences have further amplified as rising labour rates in emerging markets and are gradually eroding their manufacturing-cost advantage.

Expansion of intra-region trade

Nevertheless, with accelerated consumer spending in emerging markets, more of what is ebbing produced in Asia is now being sold in Asia. This has substantially increased intra-regional trade flows, and as a result 52 per cent of all Asian trade is now intra-regional.

Multilateral trade agreements — including AEC, CPTPP and RCEP — are further enhancing economic activities amongst and between Asian countries and is helping to empower the integration of production and consumption markets across the region.

Implications for supply chains

This snowballing inter-connectivity has had significant ramifications for supply chains.

From the freight-forwarding perspective, intra-regional trade is growing at the expense of long-haul trade as more of Asia's production is consumed locally instead of being exported to the West.

Within Asia, we are seeing companies developing self-contained regional supply chains to serve the burgeoning local markets. These new business models will need to provide multimodal distribution into the inland regions, for which companies will likely need new partners who have the necessary knowledge of local markets. In many cases, the supply chain and logistics networks will have to be configured at a local level for a specific market.

Shifts beyond globalisation to regional supply chains

This condensing of supply chain distance, speed, and cost validates the industry trend "beyond globalisation" towards regional supply chains, whereas production is taking place in closer proximity to final demand. This reflects how businesses today are prioritising speed to market and the ability to tailor their products for specific segments, as well as being intensely more conscious of their environmental footprint.

As companies are expanding their presence into these exciting local markets around Asia, not only will they have to deal with the region's geographic, economic, and political diversity and complexity, but they will also overcome significant supply chain challenges relating to the evolving regulatory environments, inadequate infrastructure and talent shortages.



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IATA urges govts to be prepared for COVID-19 vaccine transport

The International Air Transport Association (IATA) urged governments to begin careful planning with industry stakeholders to ensure full preparedness when vaccines for COVID-19 are approved and available for distribution.

It also warned of potentially severe capacity constraints in transporting vaccines by air.

Air cargo plays a key role in the distribution of vaccines in normal times through well-established global time- and temperature-sensitive distribution systems. This capability will be crucial to the quick and efficient transport and distribution of COVID-19 vaccines when they are available, and it will not happen without careful planning, led by governments and supported by industry stakeholders.

"Safely delivering COVID-19 vaccines will be the mission of the century for the global air cargo industry. But it won't happen without careful advance planning. And the time for that is now. We urge governments to take the lead in facilitating cooperation across the logistics chain so that

the facilities, security arrangements and border processes are ready for the mammoth and complex task ahead," said IATA's Director General and CEO, Alexandre de Juniac.

"Delivering billions of doses of vaccine to the entire world efficiently will involve hugely complex logistical and programmatic obstacles all the way along the supply chain. We look forward to working together with government, vaccine manufacturers and logistical partners to ensure an efficient global roll-out of a safe and affordable COVID-19 vaccine," said Dr Seth Berkley, CEO of Gavi, the Vaccine Alliance.

Vaccines must be handled and transported in line with international regulatory requirements, at controlled temperatures and without delay to ensure the quality of the product. While there are still many unknowns (number of doses, temperature sensitivities, manufacturing locations, etc.), it is clear that the scale of activity will be vast, that cold chain facilities will be required and that delivery to every corner of the planet will be needed.

Vaccines will be highly valuable commodities. Arrangements must be in place to ensure that shipments remain secure from tampering and theft. Processes are in place to keep cargo shipments secure, but the potential volume of vaccine shipments will need early planning to ensure that they are scalable.

Meanwhile, working effectively with health and customs authorities will be essential to ensure timely regulatory approvals, adequate security measures, appropriate handling and customs clearance.

This could be a particular challenge given that, as part of COVID-19 prevention measures, many governments have put in place measures that increase processing times.

But priorities for border processes should include fast-track procedures for overflight and landing permits for operations carrying the COVID-19 vaccine; exempting flight crew members from quarantine to ensure cargo supply chains are maintained; supporting temporary traffic rights for operations carrying the vaccines where restrictions may apply; removing operating hour curfews for flights carrying the vaccine to facilitate the most flexible global network operations; granting priority on arrival of those vital shipments to prevent possible temperature excursions due to delays and considering tariff relief to facilitate the movement of the vaccine.

On top of the transport preparations and coordination needed, governments must also consider the

current diminished cargo capacity of the global air transport industry.

IATA warned that, with the severe downturn in passenger traffic, airlines have downsized networks and put many aircraft into remote long-term storage. The global route network has been reduced dramatically from the pre-COVID 24,000 city pairs. The WHO, UNICEF and Gavi have already reported severe difficulties in maintaining their planned vaccine programmes during the COVID-19 crisis due, in part, to limited air connectivity.

"The whole world is eagerly awaiting a safe COVID vaccine. It is incumbent on all of us to make sure that all countries have safe, fast and equitable access to the initial doses when they are available. As the lead agency for the procurement and supply of the COVID vaccine on behalf of the COVAX Facility, UNICEF will be leading what could possibly be the world's largest and fastest operation ever. The role of airlines and international transport companies will be critical to this endeavour," said Henrietta Fore, UNICEF Executive Director.

The potential size of the delivery is enormous. Just providing a single dose to 7.8 billion people would fill 8,000 747 cargo aircraft. Land transport will help, especially in developed economies with local manufacturing capacity. But vaccines cannot be delivered globally without the significant use of air cargo.





Green recovery a priority for air transport industry leaders

Despite the current crisis facing the global aviation industry, its commitment to pursuing sustainability remains strong, particularly as the sector starts to recover.

Speaking at the Global Sustainable Aviation Forum in early October, industry leaders reiterated that long-term climate action should be a priority alongside economic recovery in the coming years.

Executive Director of the cross-industry Air Transport Action Group, Michael Gill said: "Air transport is in the midst of the deepest shock in its history. We expect a reduction of up to 4.8 million jobs in the sector by the end of the year and a massive hit to our ability to connect the world. However, as we plan for the recovery of air connectivity, we also must prioritise our environmental progress.

"Our sector has a long-term climate change goal to cut CO2 emissions in half by 2050. With the right help from governments, the energy sector and technologists, we expect that global aviation will be

able to hit net zero emissions a decade or so later. Some parts of the world will be able to meet this point earlier and a number of individual companies have already set goals along these lines.

"To achieve this will require a transition in our energy source from fossil fuel to sustainable aviation fuel, the acceleration of research and development of electric, hybrid and potentially hydrogen aircraft. It will also require a commitment to collaboration going even beyond our current levels. We have the next decade to set the scene for sustainable global connectivity for the next 30-40 years."

Speaking about the need to focus on sustainability as part of the industry's long-term recovery from COVID-19, the Director General of Airports Council International, Luis Felipe de Oliveira, said: "The recovery of the aviation industry will be a key driver of the global economic recovery. To ensure that aviation can continue to provide the economic and social benefits, it is crucial that we pursue a green

recovery and lay the foundation for a prosperous and sustainable industry for the long term.

"Airports are central to the interconnected and interdependent aviation ecosystem. Airports and their partners in the aviation industry need the support of appropriate regulation and government policies to facilitate a green recovery and push for real change."

Civil Air Navigation Services Organisation Director General Simon Hocquard said: "Meeting our ambitious sustainability goals continues to be of paramount importance and will only happen if everyone in the aviation system plays their part. From implementing new operational procedures to adopting the latest technologies, the ATM industry has an important role to play in improving the efficiency of aviation in the near term, before new electric aircraft technologies or zero carbon fuels come on stream."

Alexandre de Juniac, Director General and CEO of the International Air Transport Association,

said: "COVID-19 has devastated the aviation industry. But we are working hard to re-connect the world safely and sustainably. We're committed to pushing ourselves, our partners, and governments to achieve our carbon targets in a green recovery. But this is not the time for more environmental taxes that punish people for reconnecting with family or who contribute to economic recovery with business travel. For aviation, the keys to combatting climate change remain investments in carbon offsetting, sustainable fuels, and radical green technologies."

Chair of the International Coordinating Council of Aerospace Industries Associations, Eric Fanning, said: "Manufacturers invest billions of dollars a year to make the next generation of airplanes even more fuel efficient, but disruption from COVID-19 will make it difficult to maintain this level of investment in research and development. Moving forward, government and industry leaders must find new ways to collaborate on funding and developing innovative technologies that will address climate change."

Beibu Gulf Port injects impetus in nation's new round of opening up

As the most convenient access route to the sea for western China, Beibu Gulf Port has been among the country's leading ports in terms of cargo throughput growth rate since the beginning of the COVID-19 pandemic.

Located in southern China's Guangxi Zhuang Autonomous Region, the port not only plays an important role in the latest round of large-scale development of China's western region, but also injects impetus into the country's new round of opening up.

Its cargo throughput rose 21.68 per cent year-on-year to 181.67 million tonnes in the first three quarters of 2020, and its container throughput topped 3.51 million 20-foot equivalent units in the same period, up 34.93 per cent year-on-year, according to Beibu Gulf Port Group.

"The accelerated construction of the New International Land-Sea Trade

Corridor brings vitality to Beibu Gulf Port," said Wei Tao, chairman of the group.

The New International Land-Sea Trade Corridor is a trade and logistics passage jointly built by western Chinese provincial regions and ASEAN countries.

The port currently has 268 productive berths. A total of 52 shipping routes link the port with 237 ports across the world, including major ASEAN ports.

As an important transit location on the corridor and the closest seaport for inland Chinese provinces, the port saw a total of 3,174 train journeys on its land-sea freight route in the first three quarters of the year, surpassing last year's total. The busy scenes continued in October.

"As of September, our company had received over 10 per cent more shipping orders compared with

the same period last year," said Wei Renguo, general manager of the Nanning subsidiary of SITC Container Lines Co., Ltd.

According to Wei, SITC is a shipping logistics company in the intra-Asia area, and its business in Beibu Gulf Port has been largely unaffected this year. The company even opened a new route to ASEAN countries when the pandemic situation was still severe.

"With the construction of the international gateway port here in Beibu Gulf, the proportion of our business in ASEAN routes has been increasing," Wei added.

In recent years, Beibu Gulf Port Group has expanded its investment in Malaysia's Kuantan Port and Brunei's Muara Port and has also promoted negotiations with other ASEAN countries on port development and construction cooperation.



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.



China's central bank focuses on strengthening real economy

The People's Bank of China, the central bank, will take more steps to ensure that its monetary policy mechanism reaches the desired target audience and boosts the real economy, while reducing financial risks, according to experts.

The PBOC said in a statement in mid-September that China would "leverage multiple policy tools to substantially reduce the comprehensive financing costs" and deepen market-oriented reforms to further the decline in lending rates and guide financial institutions to strengthen support for the real economy.

The statement was issued after the quarterly meeting of the PBOC monetary policy committee, often seen as the yardstick for its policy directions during the last three months of the year. The experts said that the PBOC might also adopt a cautious stance on further

interest rate cuts during the next few months.

Compared with the last version published in late June, the statement has removed the wording of "intensifying macro policy adjustment" and "effectively countering the impact of the COVID-19 epidemic on economic growth".

It instead said the PBOC would work to achieve a balance of growth stabilisation and risk prevention in the long run and stick with the strategic direction of economic structural adjustment.

Experts said the tweaked wordings indicate that the PBOC will factor in the side-effects of expanding broad-based stimulus in the last quarter of the year, such as increasing debt and inflating property bubbles.

This has made a policy rate cut less likely, especially one on the medium-term lending facility rate, they said.

"As the economy gradually stabilises, the central bank will need to take care of the risks from rising debt when mulling the aggregate size of easing," said a report from China International Capital Corp, an investment bank.

The PBOC may continue to encourage commercial banks to lower their interest rates for savings, which will create more room for reducing lending rates, the report said.

The statement also reiterated the policy stance of strengthening structural support for small businesses and manufacturers, and said the PBOC will work to ensure that the new financing will focus on the manufacturing sector and medium-sized, small and micro firms.

China's economy back on track next year after V-shaped recovery

As many countries are struggling with a second wave of COVID-19 outbreaks, China has brought the virus under control and cemented its status as the world's major manufacturing and trading nation as well as economic powerhouse, economists have said.

China's economy has rebounded faster during the pandemic than that of the US and the listing of "hot" companies on Chinese stock markets is attracting capital, founder of US investment management firm Bridgewater Associates, Ray Dalio, said in mid-October.

China's higher interest rates mean the nation is in a better position of "not having to print money," he said in a conversation with New York Times columnist Thomas Friedman at the Milken Institute Global Conference.

British economist Jim O'Neill said during China's semi-annual Golden

Week holiday in early October that many Chinese people appear to have travelled far and wide within the country without triggering another wave of COVID-19 infections.

China's gross domestic product (GDP) is expected to expand 5.4 per cent year-on-year in the third quarter of 2020, up from 3.2 per cent in the second quarter, according to a recent research note by Bank of America Global Research.

O'Neill said there is good reason to believe that China is experiencing a classic "V-shaped" recovery, putting it on track to register an 8 per cent growth in 2021.

Moreover, at the current growth rate, China is poised to contribute an additional US\$1.5 trillion to global GDP next year, and Chinese consumers will drive close to 40 per cent of that, he wrote in an article published on Project Syndicate website.

Given that consumer spending continues to account for a growing share of China's expansion, the scale of the economic opportunities on offer cannot be overstated, he added.

China is cementing its status as the world's dominant trading nation, Yao Wei, chief Asia-Pacific economist at French investment bank Societe Generale SA, said in a recent interview with Bloomberg.

Surging global demand for everything from hazmat suits to work-from-home technology has allowed China to capture a record market share of global exports by quickly reopening its factories while the rest of the world still grapples with lockdowns, she said.

It's a striking reversal from the first two months of the year when China's exports contracted by 17.1 per cent, she said.





China's top 500 firms show a changing economy for sustainable growth

China unveiled its 2020 list of the top 500 Chinese companies in late September reflecting resilience in the country's large firms that are underpinning the growth of the world's second-largest economy.

At a time when the country is faced with mounting uncertainties abroad, China's big companies have stood up against the challenges and responded actively with structural upgrades, said Wang Zhongyu, head of the China Enterprise Confederation and China Enterprise Directors Association, which compiled the list.

A closer look at the list revealed changes that are taking place to help the economy weather external shocks and achieve long-term, sustainable growth.

The new list, issued for the 19th consecutive year, showed that the country's large firms have seen growing revenues over the years.

Combined revenues of the top 500 firms hit 86.02 trillion yuan (about US\$12.65 trillion) in 2019, up 8.75 per cent year-on-year.

The China Petrochemical Corporation topped the list, with revenues of 2.81 trillion yuan. It was followed by the State Grid Corporation of China and the China National Petroleum Corporation, which raked in revenues of 2.65 trillion yuan and 2.62 trillion yuan, respectively.

The number of firms with revenues above 100 billion yuan rose to 217, up from 194 last year. When the first list was issued in 2002, only 10 firms joined the 100-billion-yuan club.

"What's behind the changing data is the growth of Chinese companies in line with the economic boom of the country over the years," said Hao Peng, chief of the State-owned Assets Supervision and Administration

Commission. "It showed the critical role that the firms have played in boosting the country's national strength and global competitiveness."

As the country rolls out incentives to support entrepreneurship and innovation, companies have seen more spending on research and development (R&D) as well as patent applications.

Among the 500 firms, 431 reported R&D data. Their combined R&D spending totaled 1.08 trillion yuan, with the ratio of R&D expenditure to operating revenues rising to a historic high of 1.61 per cent.

Of the 396 listed firms that reported patent data, the number of patent applications surged 11.85 per cent from a year ago to some 1.24 million, with invention patent applications rising for the 10th year in a row.

The firms also played a bigger part in setting international standards, with 332 listed companies participating in the formulation of 7,571 items of global standards, increasing for the third consecutive year.

Despite rising global protectionism, China has been unwavering in its opening-up efforts, producing various multinationals bringing foreign countries high-quality products as well as employment opportunities.

The transnational index of the country's top 100 multinationals, an index measuring the global operation of firms based on their overseas assets, revenues and employees, rose for a sixth consecutive year to 16.1 per cent, up 0.14 percentage points from a year ago, according to the confederation and association.

China has more Fortune Global 500 companies than the United States for the first time this year, with 133 firms on the list. There were no Chinese companies on the list when the Fortune Global 500 list first came out in 1990.

The combined revenues of China's top 500 firms account for some 88 per cent of the combined revenues of the Fortune 500 companies of the large corporations in the United States, the confederation and association noted.

The confederation and association also released a list of the country's top 500 service firms, which saw combined profits of these companies rising 11.71 per cent year on year, 8.26 percentage points faster than a year earlier.

While recognising the progress that China has made in industrial upgrading, Wang said that the country still lags behind the internationally-advanced level in terms of supply chain dominance and core technologies, calling for more efforts from companies to catch up.



WTO revises world trade forecast upwards amid future high uncertainties

Global trade is showing signs of recovery with the World Trade Organisation (WTO) revising its forecast upwards for trade volumes this year, but any short-term progress made must be met with caution as the effects of COVID-19 on trade are ongoing.

In a new report, the WTO forecasts a 9.2% decline in the volume of world merchandise trade this year, followed by a 7.2% rise in 2021.

This is significantly better than the WTO's estimate at the start of the pandemic when it forecasted a drop in global merchandise trade of between 13% and 32%.

However, the international body urges caution on its latest forecast as it is "subject to an unusually high degree of uncertainty since they

[WTO economists] depend on the evolution of the pandemic and government responses to it".

The report cites strong trade performance in June and July when lockdowns eased around the world and economic activity increased as the reason for the change in the forecast.

"Trade growth in COVID-19 related products was particularly strong in these months, showing trade's ability to help governments obtain needed supplies," it says.

But the report warns that the pace of this expansion could slow sharply once demand is met and business inventories have been replenished. It says that more negative outcomes are possible if there is a resurgence of COVID-19 in the last quarter of the year.



"Whether the recovery can be sustained over the medium term will depend on the strength of investment and employment. Both could be undermined if confidence is dented by new outbreaks of COVID-19, which might force governments to

impose additional lockdowns. As a result, risks to the forecast are firmly on the downside," states the WTO.

In much of Europe infection numbers are rising, with new restrictions being imposed in many countries, including France, Spain and the UK.

Meanwhile, cases are largely decreasing in North America and many South American countries, as well as across Africa.

However, given the nature of the virus and some countries' lack of testing, the total number of cases

publicly recorded will not reflect the actual number of those infected.

While the situation may be looking more positive for trade this year, the forecast for next year is less optimistic. At just over 7% growth, it is much gloomier than the previous April estimate of 21.3% growth, meaning that trade volumes for 2021 will remain far below pre-crisis levels.

Elsewhere, global GDP dropped more than was expected in H1 2020, causing the WTO to downgrade its forecast for the year.

For 2020, global GDP is now set to decrease by 4.8% compared to the -2.5% outlined in the earlier forecast. Next year, GDP growth is expected to increase by 4.9%, however, the body cautions that this is "highly dependent on policy measures and on the severity of the disease".



The research also finds that the pandemic has "devastated" trade in certain areas, while encouraged trade in others.

Trade in agricultural products fell by 5% in Q2 compared to Q1, but remained resilient with food produced and shipped even under the strictest lockdown conditions.

Meanwhile, trade in fuels and mining products fell by 38% as prices collapsed and demand slumped. The drop in manufactured goods trade of 19% in Q2 is comparable to the decline in merchandise trade overall.

"Most manufactured goods bottomed out in April before starting to recover in May and June, but the recovery was partial and incomplete," states the report.

Overall, global merchandise trade recorded its steepest ever monthly decline in the second quarter, falling by 14.3%, with the impact wildly different across regions.

The biggest monthly drops in Q2 were recorded in Europe and North America, with exports falling by 24.5% and 21.8%.

Meanwhile, exports from Asia were much less impacted during the same period, dropping by 6.1%. At the same

time, imports were down by 14.5% in North America, 19.3% in Europe, and only 7.1% in Asia.

It is clear that some regions – such as Asia – are faring better than others.

As reported by Global Trade Review in September, traditional trade transactions are bouncing back in Asia, particularly in Thailand, Vietnam and Indonesia, according to HSBC data.

Supply chain finance volumes were also up 50% year-on-year in August for the bank.

Next year, all regions are expected to see big increases in export and import volumes. However, some of these increases are off of a significantly lower base, meaning substantial increases would be expected.

"Imports into Asia and South America are both expected to grow by 6.2% and 6.5% respectively next year, but Asia's rise would follow on a modest 4.4% decline this year while South America's would be on top of a steep 13.5% plunge in 2020. In this case Asia's imports would have substantially recovered while South America's trade would still be deeply depressed," reads the report.



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 Shun). 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.

China comes out on top in world trade recovery

China is the first major economy to spring back to its feet with its exports currently being higher than ever, according to a research released in early October.

"World trade rebounded to 94 per cent of its 2019 average in July but not everybody is sharing in this recovery equally," said the British think tank Oxford Economics.

Tamara Basic Vasiljev, senior economist in Oxford Economics, who compiled the study, said China has beaten its previous record in exports value.

According to figures issued on September 30 by the National Bureau of Statistics (NBS) of China, the sub-index measuring new export orders gained 1.7 points in September from the previous month to 50.8, above the boom-bust line of 50 for the first time this year.

With the implementation of policies on stabilising foreign trade, the export and import of the manufacturing sector saw further improvements, said NBS senior statistician Zhao Qinghe.

Vasiljev said at the beginning of the pandemic outbreak, most expected that the advanced countries with larger services share would be more resilient to lockdowns blow, but "this hasn't played out so far."

"Tourism losses have certainly played a role, putting countries like France, Spain and Italy in precarious positions," Vasiljev added.

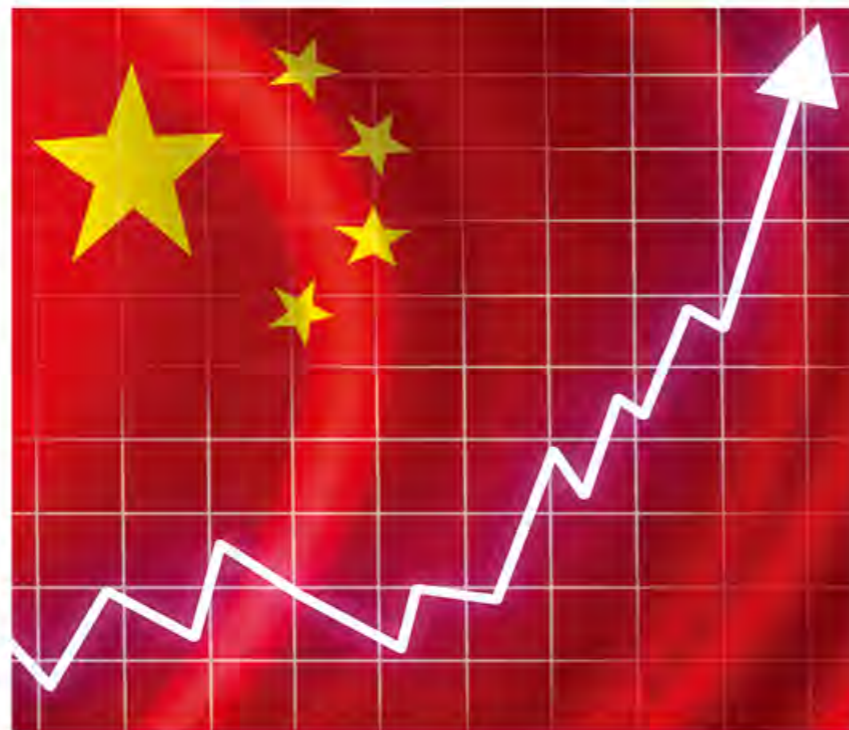
By comparison, China's tourism witnessed a robust recovery in particular during the country's first National Day holidays starting October 1 since the outbreak of the COVID-19 epidemic.

China saw 425 million domestic tourist visits in the first four days of an eight-day national holiday in early October, with total tourism revenue hitting 312 billion yuan (about US\$45.8 billion), according to a report issued in early October by China's Meituan Research Institute, a social science research agency under major e-commerce platform Meituan.

Given renewed lockdown measures across Europe and fears of a second pandemic wave more widely, "there is little in global trade trends to suggest that the AEs (advanced economies) recovery will be swift or pervasive," noted Vasiljev.

"With tourism income gone and services trade wobbling, AEs are bracing for more scarring on global markets this winter," added Vasiljev.

According to a recent report from the World Bank, China's economy is expected to grow by 2 per cent in 2020, up from the 1-percentage growth projection released in June.



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



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

Amazon unveils first customer electric delivery vans

Amazon is set to launch its first customer electric delivery vehicles in partnership with startup Rivian.

In a bid to achieve net zero carbon by 2040, 10,000 Amazon custom electric delivery vehicles will be in operation and delivering to customers worldwide as early as 2022 and all 100,000 by 2030.

It is one of three different models that Amazon has invested in and completely customised with Rivian to enhance the driver experience and optimise safety.

"When we set out to create our first customised electric delivery vehicle with Rivian, we knew that it needed to far surpass any other delivery vehicle. We wanted drivers to love using it and customers to feel excited when they saw it driving through their

neighbourhood and pulling it up to their home," said Ross Rachev, Director of Amazon's Global Fleet and Products.

"We combined Rivian's technology with our delivery logistics knowledge, and the result is what you see here - the future of last-mile delivery."

Amazon's custom electric vehicle consists of industry leading safety, navigation and design features, which include state-of-the-art sensor detection, a suite of highway and traffic assist technology and a large windshield to enhance driver visibility.

Other features include exterior cameras around the vehicle that are linked to a digital display inside the cabin to provide the driver with a 360-degree view outside the vehicle and Alexa integration for hands-free access

to route information and the latest weather updates.

In September 2019, Amazon announced it would purchase 100,000 electric vans from Rivian as part of its support for the Climate Pledge that will see Amazon transforming its logistics network worldwide by introducing new electrification solutions and leveraging alternative delivery methods.

Amazon currently operates hundreds of electric vehicles worldwide and has invested in electric vehicle charging stations for its partners to use, with plans to expand this infrastructure. It will be adding 1,800 electric delivery vehicles this year to its European fleet and adding 10,000 electric vehicles to its fleet in India and operating in more than 20 countries by 2025.



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，為讀者學習和索查著想，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。
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2017 年

World News at a glance

CEVA logistics rolls out CargoWise

CEVA Logistics, part of the CMA CGM Group, has commenced the rollout of CargoWise, the integrated logistics execution platform. With this strategic investment, CEVA Logistics will simplify and standardise all 4PL operational processes across its global network.

CargoWise will be implemented over the course of the next five years, as part of a planned process, replacing multiple legacy systems and delivering greater efficiency within the business.

The switch to CargoWise will enable CEVA Logistics teams around the globe to have real-time visibility of freight forwarding and Customs actions on a single platform. As a purpose-built solution, CargoWise gives employees access to the same information in a single database across all functions, offices, countries and languages, furthering the CEVA

Logistics digital transformation.

By the end of 2022, 50% of all CEVA Logistics locations will be fully operational on the CargoWise platform with the whole project completed and deployed by 2025.

The move to CargoWise is a key part of CEVA Logistics' IMPACT 2020 plan which aims to both grow the business and improve operational efficiency. Other recent investments as part of that plan include the purchase of a majority stake in AMI Manica in Africa and the launch of the MyCEVA platform for customers.



Global healthcare cold chain logistics market to reach US\$18.5 bn by 2027



Amid the COVID-19 crisis, the global market for healthcare cold chain logistics estimated at US\$11.3 bn in 2020, is projected to reach a revised size of US\$18.5 bn by 2027, growing at a CAGR of 7.3% over the analysis period 2020-2027.

The market in the US is estimated at US\$3 bn in 2020. China, the world's second largest economy, is forecast to reach a projected market size of US\$4.1 bn by 2027 trailing a CAGR of 11% over the analysis period 2020 to 2027.

Among the other noteworthy geographic markets are Japan and Canada, each forecast to grow at 4% and 6.5% respectively over the 2020-2027 period. Within Europe, Germany is forecast to grow at approximately 4.7% CAGR.

Positive impact of gender balance in logistics

Female leaders in the logistics sector are rated higher than their male counterparts in six out seven leadership competencies, according to a survey.

The survey of more than 1,800 supply chain professionals undertaken by organisational development company Novosensus found that female leaders ranked higher in being empathetic, giving clearer direction and more constructive feedback, being more trustworthy, and enabling their people to feel confident.

This comes despite only 13% of senior leaders in logistics being female.

The survey also found that female responders ranked their experience of working in the industry more lowly than men.

Female respondents rated their employee experience 10% lower than men's and felt they are not treated equally, rating their experience of their leaders 19% lower than men. Henrik Kofod-Hansen, co-founder, Novosensus, said: "Gender Equality is a strategic business issue, not a nice-to-have Corporate Social Responsibility project."



"We need to be concrete about accelerating female talent into leadership positions, not with quotas, but by realising the business opportunities in equality, diversity of thought, and inclusive behaviours."

"The research is clear - Gender Equality makes organisations and businesses better."

Novosensus interviewed more than 1,800 leaders from the supply chain management, shipping, logistics, and forwarding industries, asking them to rate their experiences about leadership, experience at work, and experience of their leaders for the research.



World News at a glance

Uber Freight raises US\$500m to begin a new trucking era

Launched in 2017, Uber Freight, the logistics arm of Uber Technologies, is designed to mimic the popular ride-hailing app of the same creators, to provide both users and drivers in the logistics industry to arrange transportation of goods and services as smoothly as possible.

It's a new level of accessibility for a sometimes complicated supply chain system, and it's no harder than booking a taxi via the application on any smart device or computer.

Unfortunately, the applications creator, Uber, struggled throughout the COVID-19 pandemic and was forced first to downsize its firm, then remove its employees, before eventually making the strategic business move of selling a portion

of its shares in the Freight industry.

It's a revolutionary concept for self-employed freight hauliers, and it could well be the future go-to application for supply chain and logistics globally, in the coming years.

Uber Freight gained a US\$500m investment from New York-based Greenbriar Equity Group, in early October after committing to the Series A funding via equity investment, the firm has announced a valuation of US\$3.3bn for Uber Freight, with the "new influx of capital included."



Mercedes launches next generation heavy duty Zetros truck

The new Zetros has been completely re-worked all around: from a technical standpoint, the new Zetros remains available in Euro III and Euro V emission norms and comes equipped with a more powerful 12.8 litre engine, capable of delivering as much as 350 kW (476 hp) in Euro III and up to 375 kW (510 hp) in Euro V. All vehicles are equipped with a 16-speed manual gearbox with a striking 2400 Nm of torque at the highest engine output.

On the outside, the new model generation is distinctive in its striking, restyled radiator grille, which, thanks to optimised airflow guidance, ensures even more effective cooling.

The new Zetros keeps its signature characteristics with a low silhouette and the cab behind the engine concept, in addition to an optional fording ability of up to 800 mm.

The new Zetros will be available as a specialist truck with extreme off-roading capabilities,

a product of its permanent all-wheel drive system with 4x4 or 6x6 configuration.

The product portfolio will expand to include a 6x4 configuration with start of production began in September 2020. The portfolio will be complete in Q1/2021 with the introduction of the 4x2. All vehicles are available in three different wheelbases as well as different weight variants.

The Mercedes-Benz Zetros is a heavy-duty truck, which has been developed for demanding transport tasks involving high payloads. That is why it is often used for delivering supplies to remote regions, as well as in energy exploration and in forestry operations. The new Zetros can be used all over the world across all extreme climates.



Saudia Cargo adds Shanghai to its robust cargo network

Saudia Cargo has expanded its robust cargo network with the addition of Shanghai station to its flight schedules which commenced on August 15.

Saudia Cargo now operates two flights a week, Saturdays and Tuesdays, originating from Riyadh's King Khalid International Airport and Jeddah's King Abdulaziz International Airport to the new destination using a Boeing 777 Freighter which has a 95-ton capacity.

The Saudi national airfreight carrier's network expansion was in response to the growing demand for air cargo capacity, according to reports issued since last March.

Using charter flights booked by Saudia Cargo clients, the company has so far transported over two million kilos of medical and pharmaceutical supplies required for facing the COVID-10 pandemic, in addition to other millions of other life-saving cargoes needed at the height of the pandemic.

Saudia Cargo CEO, Omar Hariri, said the company took proactive and practical steps

to ensure the continuity of cargo operation to the Kingdom through non-stop charter flights despite the challenges COVID-19 posed.

The company, he added, operated 29 unscheduled all-cargo flights from Shanghai International Airport to the Kingdom to meet the growing demand for cargo.

"Saudia Cargo's high-level flexible schedules enabled it to respond swiftly to the increasing demand for cargo during the suspension of flights. We enhanced the charter flight services while our teams conducted an in-depth analysis of markets and order rates, which helped in the decision-making process for the network," said Hariri.

In July, Saudia Cargo operated more than 1,500 flights, of which 500 were done using passenger aircraft dedicated for international cargo operations. This, as part of the company's efforts to fight the COVID-19 pandemic.

Saudia Cargo transported 75,000 tons of life-saving cargo including medicines and medical equipment to the Kingdom from March to June 2020.



World News at a glance

Logistics tech firms make shipping of COVID test samples smooth

A California company has developed a pain-free, rapid-response COVID-19 testing kit that avoids the health risks and reporting delays that come with current testing procedures, and it's relying on two logistics technology specialists to make it happen.

The company, Curative Inc., works mainly with large government institutions and agencies, providing them with self-administered saliva-based tests that do not require close contact by health-care workers and, importantly, can be turned around quickly - with results available in about 24 hours after the tests' receipt at the lab.

To help make this rapid reporting possible, Curative collaborated with ShipStation, a web-based e-commerce shipping solution, and ShipEngine, a shipping application programming interface (API) developer - both based in Austin, Texas - to facilitate the shipping of outbound and inbound tests, plus the tracking of tests in transit.

Under the process they devised, the Curative team prints shipping labels from ShipStation when sending boxes of bulk tests to its customers for distribution. After tests are conducted, customers access a portal to facilitate shipping to one of two processing facilities - one in Los Angeles and one near Washington, DC.

Inside the portal, users place "orders" to indicate how many tests they have for processing. A ShipEngine integration allows users to quickly print labels for shipping to the facilities, and ShipEngine's tracking API allows the facilities to monitor how many tests are in transit and when they will arrive.

In the coming months, Curative will add a NetSuite integration that analyses capacity at the two testing facilities and routes the incoming tests to the facility that can process them the fastest.



Etihad offers COVID-19 global wellness insurance



Etihad Airways is introducing COVID-19 global wellness insurance cover as part of Etihad Wellness, the airlines new health and hygiene programme.

Passengers who are diagnosed with COVID-19 during their trip won't have to worry about medical expenses or quarantine costs when they fly with Etihad.

Duncan Bureau, Senior Vice-President Sales and Distribution, Etihad Airways, said, "The safety, health, and wellbeing of our guests and employees is our top priority, during and beyond the flight. The introduction of global COVID-19 insurance, in partnership with AXA, builds on stringent measures already in place as part of our Etihad Wellness programme, championed by

our Wellness Ambassadors.

"This additional cover will not only instil confidence to travel but also reassure our guests that we are doing all we can to keep them safe and protected. As more countries start opening their borders, we are making it as easy as possible for our guests to plan their next trip, hassle free."

All Etihad tickets regardless of date of booking, travelling between now and 31st December 2020 will include COVID-19 insurance. Guests with existing bookings don't need to do anything - they are automatically enrolled into the programme. The insurance is valid worldwide for 31 days from the first day of travel.

Adelane Mecellem, Chief Executive Officer Asia, Middle-East, Turkey and Africa, AXA Partners, said, "At AXA, we are focused on improving the customer experience and wellness of individuals during these times. As such, we are proud to partner with one of the world's leading airlines, Etihad Airways, and provide their extensive loyal travellers with new protection solutions when needed most."

Local startup teams up with SpaceX on space logistics

San Antonio-based Exploration Architecture Corporation, also known as XArc, will help expedite cargo logistics in space.

Through a partnership with the Department of Defense's US Transportation Command, or USTRANSCOM, XArc, along with Houston-based company KBR, are conducting research and development on vehicles manufactured by Space Exploration Technologies Corporation, better known as SpaceX.

The research will help quickly move critical logistics during time-sensitive incidents or while delivering humanitarian assistance, USTRANSCOM said during the National Defense Transportation Association's Fall Meeting on October 7.



China News at a glance

Courier sector back on track

The express delivery industry showed a resurgence over the long holiday period in China in early October, thanks to a strong recovery in consumer demand, the State Post Bureau said on October 9.

Data from the bureau showed that over the eight-day break, about 1.82 billion parcels were received nationwide, up 53 per cent year-on-year.

Parcels sent during the holiday stood at 1.8 billion, a year-on-year increase of 63 per cent.

Online sales of products including food, daily necessities and electronic devices saw sharp rises over the holiday as consumer demand jumped after COVID-19 increasingly came under control on the Chinese mainland, the bureau said.

Companies that offer delivery services also introduced tailored services during the holiday when consumption of specialty festival gifts and goods surged. They also improved services in the countryside, thus improving the lives of rural residents.



The nation's express delivery industry has continued to grow at a fast rate after it turned to positive growth beginning in February. The bureau said that the growth has been sustained at around 30 per cent.

An earlier report from the bureau said that in the first half, revenue from the sector stood at over 382 billion yuan (US\$57 billion), marking a rise of 12.6 per cent year-on-year. Parcels collected and delivered during the period were about 33.88 billion, 22.1 per cent higher than the same period of 2019.

BYD new-energy vehicle sales up

China's leading new-energy vehicle (NEV) manufacturer BYD reported a strong rebound in its NEV sales in September, company data showed.

In a filing to the Shenzhen Stock Exchange, the Shenzhen-based company said it sold 19,881 NEVs in September, up 45.3 per cent year-on-year and up 30.1 per cent month-on-month.

In the January-September period, BYD sold 110,941 NEVs, down 42.4 per cent year-on-year. The slump, however, narrowed from 49.1 per cent in the January-August period with the help of the rebound in September.



Despite the sales slump in the NEV sector, BYD reported a sales rebound for gasoline-powered vehicles. During the nine months, the carmaker sold 158,034 petrol-powered vehicles, up 10.4 per cent year-on-year.

Alibaba sets high goal for cloud business

Alibaba Group Holding's cloud services business is expected to turn a profit for the first time this year thanks to work-from-home demand driven by the coronavirus pandemic, according to Daniel Zhang, the group's chairman and chief executive.

He made the announcement during an investor briefing in late September, ahead of Alibaba's annual general meeting where Jack Ma, Zhang's predecessor, officially exited the board of the company.

As China's largest e-commerce group, Alibaba's platforms handled transactions that accounted for 18% of the nation's total retail sales for the year ended in June this year.

Under the leadership of Zhang, a former accountant, Alibaba has embarked on a

multiple growth engine strategy which is seeing the group expanding deeper into new sectors, including cloud services, logistics, entertainment, electric vehicles and real estate.

Such new business takes eight to 10 years to mature, according to Zhang, highlighting the potential of cloud services in particular.

While Alibaba still is hugely profitable in its core e-commerce business thanks to the rapid rise of Chinese consumers' spending power over the past 10 years, cloud computing is expected to be the next gold mine for decades.

Alibaba, which has a user base of more than 1 billion, is well positioned to tap into that market.



China News at a glance

Shanghai tops Chinese cities in consumer spending



Shanghai tops 35 major Chinese cities in consumption expenditures per capita in 2019, with 45,605 yuan (US\$6781.46) spent, followed by three other first-tier cities of Shenzhen, Beijing and Guangzhou.

Seventeen cities have personally spent over 30,000 yuan on average, and most of them are from economically developed coastal regions in the east, according to financial media Yicai.com.

The consumption capability of Shanghai has seen rapid growth year-on-year, with its expenditures per capita up 5.2 per cent from 2018, and the city also represents the highest personal disposable income in China, which registered 69,442 yuan, an increase of 8.2 per cent yearly.

The residents' expenditures in Shenzhen and Beijing both exceeded 43,000 yuan in

2019, and Guangzhou ranked fourth with 41,999 yuan personally spent on average.

As Yicai.com analysed, the southern city's catering industry remains vigorous, and local residents generate the highest dining expenses per capita in China for many consecutive years.

Hangzhou, the Chinese e-commerce hub and headquarters of tech heavyweight Alibaba, took fifth place in terms of consumption expenditures per capita among 35 Chinese cities. Driven by the robust digital economy, Hangzhou's personal consumption expenses hit 40,016 yuan in 2019.

Changsha, the only central city on the top 10 list, ranked ninth with consumption expenditures per capita hitting 36,158 yuan.

China's sovereign wealth fund surpasses return targets

The overseas investment of China's sovereign wealth fund achieved an annualised cumulative net return of 6.6 per cent from 2010 to 2019, beating its 10-year performance target by 92 basis points, China Investment Corp (CIC) said in late September.

The net return rate of overseas investment for last year came in at 17.41 per cent, with investment return amounting to US\$42.2 billion, the CIC said in its annual report for 2019 released in late September.

"With strong implementation of the company's Five-Year Strategic Plan, the CIC successfully achieved all operational targets for the year," said Peng Chun, chairman and CEO of the company.

Peng said the company would continue to operate on an international, market-driven and professional basis and deepen cooperation with its partners for common progress, stressing the importance of global cooperation in the face of the COVID-19 global pandemic.

Although the pandemic has deteriorated the global investment environment, the CIC managed to achieve a better-than-benchmark performance



in overseas investment the first half of this year as it swiftly shifted into an emergency management mode, the company said.

CIC also actively performed its social responsibility overseas amid the pandemic, providing medical supplies and personal protective equipment to its partners and inviting Chinese medical experts to share their experience in fighting the pandemic.

As of the end of 2019, total assets of the CIC surpassed the milestone of US\$1 trillion, reaching US\$1.05 trillion with net assets of US\$946.9 billion.

CIC's overseas portfolio currently consists of public equity, fixed income, alternative investments and cash products, respectively taking up 38.9, 17.7, 42.2 and 1.2 per cent of the total, the company said.

Building Shenzhen into a socialist demonstration area



China has issued a plan on implementing pilot reforms in Shenzhen to build the city into a demonstration area of socialism with Chinese characteristics in the next five years.

Supporting Shenzhen to pilot the comprehensive authorised reform measures is another significant step to advance the city's opening-up in the new era and a key move in building a pilot demonstration area of socialism with Chinese characteristics, according to the document jointly issued by the general offices of the Communist Party of China Central Committee and the State Council.

China News at a glance

China committed to SDGs despite pandemic



China remains committed to the Sustainable Development Goals (SDGs) despite challenges brought by the COVID-19 global pandemic, a senior official said recently.

The country has been actively implementing the 2030 Agenda for Sustainable Development at home and promoting international development cooperation for the achievement of the SDGs in the past five years, aligning the 13th Five-Year Plan (2016-20) with the 2030 Agenda, said Huang Yiyang, deputy director-general of the Ministry of Foreign Affairs' Department of International Economic Affairs.

"I would assume the country's upcoming 14th Five-Year Plan (2021-25) would also feature a focus on achieving sustainable development and be highly consistent with the 2030 Agenda," Huang said.

Adopted by all UN member states in 2015, the 2030 Agenda is a collection of 17 goals intended to be achieved by 2030, such as no poverty, zero hunger and clean energy.

In face of rising protectionism amid the pandemic that has made achieving common and sustainable development more difficult, China will step up efforts to contribute to the 2030 Agenda, giving detailed roadmaps for fulfilling related national targets and coordinating domestic development with global goals, Huang said.

Huang stressed China's firm support for multilateralism and the UN as the core of the international system. He said China will match its words with actions to implement the important steps announced by President Xi Jinping at the UN in late September to support the UN in playing its central role in international affairs and the implementation of the 2030 Agenda.

China takes lead in digital currency use

The Shenzhen municipal government and China's central bank jointly started issuing digital yuan red packets on October 9, bringing the general public closer to digital currency as the country takes the lead in the field.

Residents in Shenzhen were allowed in October to take part in a lucky draw of 50,000 digital currency red packets, which are monetary gifts given during holidays or on special occasions, totalling 10 million yuan (US\$1.49 million). The value of each red packet was 200 yuan.

Winners of the draw were given instructions on how to open digital yuan wallets and receive their red packets.

For about a week in October, winners were allowed to pay using the digital currency red packets - much like paying in cash electronically - at 3,389 designated merchants in Shenzhen's Luohu district.

Participating merchants included supermarkets, retailers, restaurants and lifestyle services providers that have completed payment modifications to use a digital yuan system.

"The issuance of digital yuan red packets is an innovative attempt to boost consumption and domestic demand amid regular prevention and control of COVID-19. It is also a routine test in the process of research and development of the central bank's digital yuan," the cyber administration of Shenzhen said in a post on its



Sina Weibo account on October 8.

The People's Bank of China (PBOC), the central bank, is making steady advances in tests of digital yuan, said Fan Yifei, its vice-governor.

Internal trials of the digital currency were conducted in a closed environment in Shenzhen; Chengdu, Sichuan province; Suzhou, Jiangsu province and the Xiongan New Area in Hebei province this year. Some of the payment scenarios related to the Beijing 2022 Winter Olympics also underwent tests.

Still, tests are progressing rapidly. The PBOC stated that digital currency will mainly replace notes and coins in circulation, and will adopt a two-tier operating system.

The PBOC will first issue digital currency to commercial banks and other financial institutions, which will then release it to the general public.

"In fact, digital currency may begin as a substitute for (banknotes and coins) but should not be confined to this. It will hopefully achieve profound changes in the monetary operation system," said Wang Yongli, former vice-president of Bank of China.

"The PBOC is expected to prudently select commercial banks with strong capital and technology as the designated operating institutions. Under the central bank's quota management, it will open different types of digital yuan wallets based on the identification strength of customer information and carry out digital yuan redemption," Wang said.

Non-designated banks and non-bank payment institutions may not be allowed to open digital yuan wallets and provide customers with digital yuan exchange services, he added.

Dubai Trade deploys eLearning platform



Dubai Trade, in association with Supply Chain Academy, has primed the deployment of its new E-Learning Platform, a next-generation initiative that is powered with simulation modules for every course.

On completion, the modules will present the aspirant with international accreditation and certification by the Supply Chain Academy, with accredited training content by the International Federation of Purchasing and Supply Management (IFPSM).

The E-Learning Platform will aim to benefit more than 180,000 companies registered on Dubai Trade Portal.

The new online learning platform offers an advanced visual and instructional design based on the principles of the Cognitive Load Theory (CLT), and is open to supply chain professionals seeking

to further develop their skills.

Hussain Alblooshi, Chief Operating Officer of Dubai Trade, said, "We believe that the secret to mastering a complex skillset demanded by the industry lies in the adoption of simplicity in teaching techniques. While developing a new online learning platform our focus has been to enhance the learning experience to match traditional classroom training courses.

"The simulation modules aim to achieve this goal. Coupled with E-learning, the platform is the right tool for supply chain trainees. We look forward to making learning significantly more impactful and effective for professionals in the industry."

Thomas Schmitt, Managing Director, Supply Chain Academy, said, "We are excited for the Supply Chain Academy's partnership with a well-respected and accomplished organisation like Dubai Trade, and the opportunity it creates for industry professionals.

"Our training solutions benefit supply chain teams around the world. We're confident that we can expand our support to this region knowing we have a partnership that can continue to grow."

IATA appoints new SVP for customer, financial and digital services

The International Air Transport Association (IATA) announced in September that Muhammad Albakri, its regional vice-president for Africa and the Middle East (AME), will be appointed senior vice-president for customer, financial and digital services (CFDS), based in Geneva.

The position will be effective 1st March 2021, when Aleks Popovich, who currently holds the job, will retire.

Albakri joined IATA in January 2017 after more than a decade in the leadership team of Saudi Arabian Airlines where he successfully fulfilled the roles of Chief Financial Officer, Chief Information Officer and



Senior Vice President for Transformation. At IATA, Albakri has been an agent of change, transforming the Africa and Middle East regional team to better serve member needs and pioneering the work of IATA's Digital Transformation Advisory Council.

Aramex partners with Emrill to provide specialist services

UAE-based facilities management services provider, Emrill, has been awarded a five-year contract by logistics giant, Aramex. The scope of the contract includes mechanical, engineering and plumbing (MEP), housekeeping and specialist services across the company's seven facilities in Abu Dhabi and Dubai.

Emrill will mobilise a team of 73, including management and housekeeping staff. The team will be responsible for delivering a comprehensive range of MEP services, including firefighting and maintenance of chillers and building maintenance systems. The company will also carry out façade cleaning, a service added to Emrill's range earlier in 2020. Housekeeping services will be delivered within office and warehouse environments.

Stuart Harrison, Emrill's CEO, said, "We are delighted to embark on this new partnership with Aramex, one of the region's largest logistics providers. We understand the criticality of the services offered by Aramex.

"Logistics and the requirement for goods to be moved efficiently have become more important than ever before for many companies and individuals, as we face the challenges of a global pandemic, including movement restrictions and reduced travel.

"This contract marks our most significant win within the logistics sector, which we have identified as a key growth area for the business. Partnering with Aramex, we will work hard to bring the latest technology, efficiencies and sustainable practices to deliver services and ensure world-class standards are met within all Aramex's facilities."

Ahmed Marie, general manager of Aramex in the UAE, said: "Health and safety of our employees, customers and end package recipients remains a top priority for Aramex. Our partnership with Emrill will allow us to continue our operations with utmost confidence as we intensify efforts to ensure a well-sanitised work environment."

Servicing a built-up area of over 138,000 square-meters across seven locations in the UAE, Emrill will deploy teams in Dubai Logistics City, Umm Ramool, Al Quoz, Mussafah and Abu Dhabi Airport Free Zone. In addition to providing integrated hard and soft facilities management into the country's logistics sector, Emrill also delivers services within some of Dubai's most prominent buildings and master communities, including Dubai Marina and Downtown Dubai.



FarEye raises extra US\$13m for extension to Series D investment

FarEye, a logistics SaaS platform for predictive visibility, recently announced that it has raised additional US\$13 million as an extension to its Series D investment led by The Fundamentum Partnership, the growth-capital fund for mid-stage technology companies in India backed by Nandan Nilekani and Sanjeev Aggarwal and KB Global Platform Fund, a leading investment firm of Korea.

The investment will accelerate FarEye's global expansion to address the steepening digital curve for logistics transformation. The need is being further accelerated by enterprises and end consumers demanding a high level of transparency, faster and more convenient delivery experiences.

There is also an increased need for flexible supply chains to meet these demands.

FarEye works with its enterprise customers to provide higher control on their supply chains and offer a superior delivery experience to their end customers.

The company's technology platform digitises the way enterprises dispatch, execute, track, and optimise the movement of goods, enabling enterprises to lower logistics costs while delighting end consumers.



PREDICTIVE LOGISTICS PLATFORM

Infor virtual summit to boost resilience for logistics players

With the volatility in global markets testing logistics companies like never before, Infor, a global player in business cloud software, hosted a virtual supply chain summit to help industry players gain insights into how they can build strong, secure and resilient supply chains.

The event, which took place on 20th October, was especially relevant for supply chain and logistics companies in the Middle East, with recent research from IDC revealing that spending on digital supply chain and logistics in the Middle East, Turkey and Africa (META) is forecast to reach US\$8.5 billion during 2020-23.

The online summit featured speakers including Mark Illidge, VP & GM Infor Nexus EMEA, and Richard van der Meulen, Infor director of solution consulting. They were joined by thought leaders, including Yann

de Feraudy, deputy CEO operations & IT at Groupe Rocher and president of the Association of France Supply Chain by Aslog, in addition to senior executives from Kühne+Nagel, IDC, Cranfield School of Management, and Birlasoft.

The speakers shared their real-life stories around maintaining strong, secure, resilient supply chains, while a selected mix of industry analysts, educators, and corporate executives discussed the trends and future of every organisation's lifeblood — a strong, secure, and well-managed supply chain and ecosystem.



**Alliance
Partner**

Delta Cargo joins SAFA initiative to cut carbon footprint

Delta Cargo joined the Sustainable Air Freight Alliance (SAFA), a business-led collaborative initiative aiming to reduce its members' environmental footprint in July.

The move aligns with Delta's pledge earlier this year to become the world's first carbon neutral airline. The airline has committed US\$1 billion over the next 10 years to mitigate all emissions from its global business.

SAFA is a collaboration between shippers, freight forwarders and airlines to track and reduce emissions from air freight and promote responsible freight transport. It is facilitated by BSR (Business for Social Responsibility), a global non-profit business network and consultancy dedicated to sustainability.

"We're proud to join SAFA as we accelerate our sustainability goals while also being aligned with

our customers and their values," said Shawn Cole, vice president – Delta Cargo. "We are in the midst of the worst global pandemic in living memory, but we can't afford to take sustainability off the agenda. Through this commitment, we are supporting Delta's goal to be a more environmentally-friendly airline for generations to come."

The aviation industry accounts for roughly 2% of emissions globally, while Delta's carbon footprint is its largest environmental impact, with 98% of emissions coming from its aircraft.

BSR, which facilitates SAFA, has over 250 member companies and works across a range of industries, including healthcare, agriculture, energy and financial services, in addition to transport and logistics, to improve companies' environmental and sustainability performance.





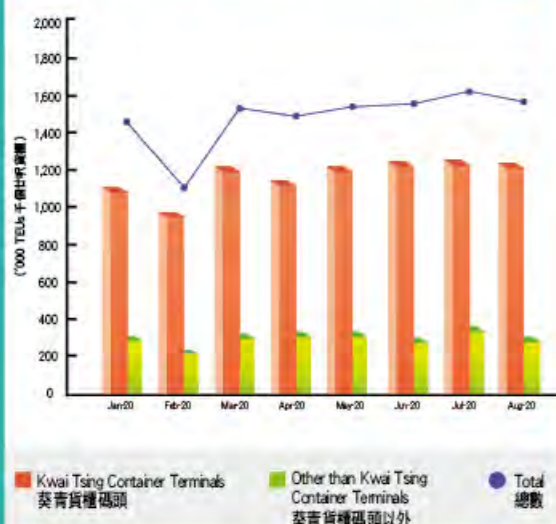
SEA TRANSPORT 海運

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

Jan - Aug 2020 2020年1-8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	9,423	(-0.6%)
Other than Kwai Tsing Container Terminals 葵青貨櫃碼頭以外	2,323	(-15.4%)
Total 總計	11,746	(-4.0%)

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 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%
Week 17	Apr-20	\$1,496	-0.4%	-4.0%
Week 18	Apr-20	\$1,489	-0.5%	-4.5%
Week 19	May-20	\$1,641	10.2%	7.5%
Week 20	May-20	\$1,623	-1.1%	6.3%
Week 21	May-20	\$1,623	0.0%	6.3%
Week 22	May-20	\$1,610	-0.8%	19.8%
Week 23	Jun-20	\$1,920	19.3%	25.1%
Week 24	Jun-20	\$1,920	0.0%	29.9%
Week 25	Jun-20	\$2,669	39.0%	85.0%
Week 26	Jun-20	\$2,571	-3.7%	78.2%
Week 27	Jul-20	\$2,907	13.1%	69.7%
Week 28	Jul-20	\$2,794	-3.9%	69.4%
Week 29	Jul-20	\$2,794	0.0%	69.7%
Week 30	Jul-20	\$2,794	0.0%	85.1%
Week 31	Jul-20	\$2,794	0.0%	58.0%
Week 32	Aug-20	\$3,119	11.6%	76.4%
Week 33	Aug-20	\$3,119	0.0%	109.4%
Week 34	Aug-20	\$3,397	8.9%	132.0%
Week 35	Aug-20	\$3,397	0.0%	132.0%
Week 36	Sept-20	\$3,764	10.8%	136.8%
Week 37	Sept-20	\$3,716	-1.3%	161.2%
Week 38	Sept-20	\$3,881	4.4%	181.5%

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

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

Information correct as of Sep 22, 2020 數字截至2020年9月22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

Aug 2020 2020年8月

	Tonnes 公噸	Over same period last year 與去年同期比較
Loaded 裝貨	256,000	(-0.5%)
Unloaded 卸貨	118,000	(-9.5%)
Total 總計	374,000	(-3.5%)

Source 資料來源: Airport Authority 機場管理局



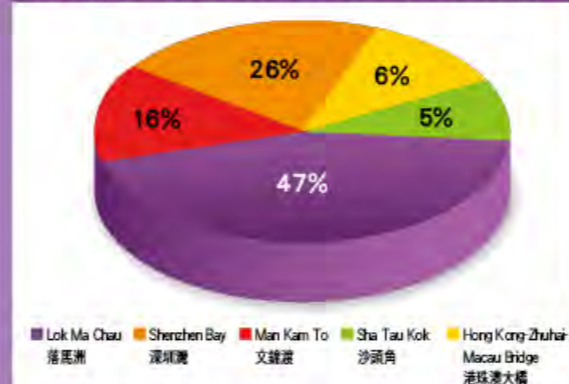
LAND TRANSPORT 陸運

Gross Boundary Vehicle Movements 跨境車輛流量

Jan - July 2020 2020年1-7月

	Number 架次	Over same period last year 與去年同期比較
Man Kam To 文錦渡	668,687	(-26%)
Sha Tau Kok 沙頭角	205,596	(-55%)
Lok Ma Chau 落馬洲	2,028,682	(-53%)
Shenzhen Bay 深圳灣	1,101,872	(-59%)
Hong Kong-Zhuhai-Macau Bridge 港珠澳大橋	240,493	(-73%)
Total 總計	4,245,330	(-54%)

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 - Aug 2020 2020年1-8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	8,063,544	(-5.2%)
Chiwan Container Terminals 赤灣集裝箱碼頭	3,249,115	(-5.7%)
Shekou Container Terminals 蛇口集裝箱碼頭	3,508,111	(-7.8%)
Shenzhen Ports Total 深圳港口總計	16,096,059	(-5.4%)

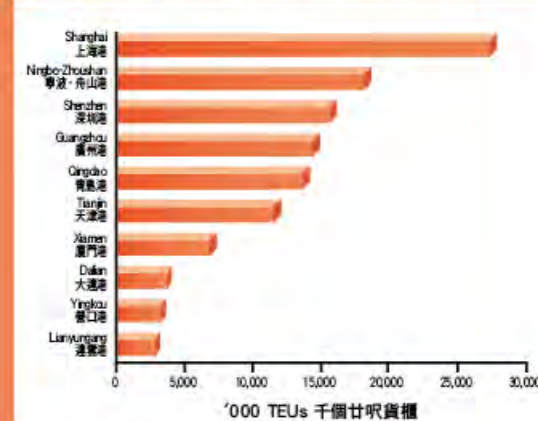
Source 資料來源: Shenzhen Municipal Port Authority 深圳市港務管理局

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

Jan - Aug 2020 2020年1-8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	27,800	(-4.6%)
Ningbo-Zhoushan 寧波-舟山港	18,630	(-1.2%)
Shenzhen 深圳港	16,100	(-5.4%)
Guangzhou 廣州港	14,930	(+0.6%)
Qingdao 青島港	14,130	(+1.6%)
Tianjin 天津港	12,010	(+4.8%)
Xiamen 廈門港	7,310	(-1.5%)
Dalian 大連港	3,970	(-32.7%)
Yingkou 營口港	3,650	(-1.4%)
Lianyungang 連雲港	3,200	(-0.6%)

Source 資料來源: www.portcontainer.cn 中國港口集裝箱網





林宣武主席

特區政府 助力物流業走出困局

以下是本會向行政長官《2020年施政報告》提交建議的重點內容：

1. 由於電子商務將較傳統貿易更快速增長，我們促請特區政府協助香港公司更積極發展電子商務。政府應致力建設香港成為電子商務中心，主要功能包括與私營機構建立戰略合作夥伴關係、使用“香港”這名稱進行品牌塑造、制定和實施便利政策，以及在跨境海關清關、生產程序和產品認證、技術採用和合規性等方面提供支援。

2. 我們亦建議政府促進離岸貿易。面對中美貿易戰有機會升溫，香港公司將需要開展更多離岸業務，其中包括貿易、融資和製造。政府應

制定專屬政策，以及架構和機制，以幫助私營部門發展更多離岸貿易業務。

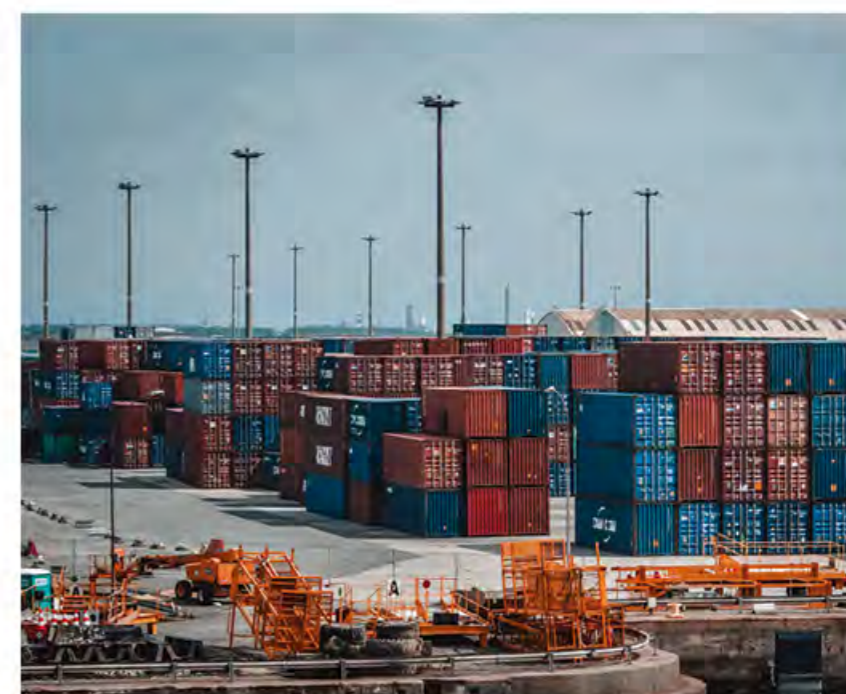
3. 政府應預留更多土地供物流業使用。香港對住宅的需求龐大，物流業很可能會受到有限土地供應的影響，特別是洪水橋、元朗和新界東北地區的發展。土地和設施的短缺將導致成本進一步上升和發展空間受到限制，從而削弱該行業的競爭力。同時，須確保合適的租約期限，及配合的條款等，從而滿足該行業不斷變化的需求。

4. 此外，政府應繼續致力於在中港邊界鄰近地點發展物流設施，以供香港企業使用。最理想的安排是容許香港方面獲得設施的控制權或

管理權。此外，此等跨境設施與香港之間須有綠色通道或快速通道連接。

5. 我們支持特區政府進行更多自由貿易協定（FTA）談判，包括避免雙重徵稅協定，及投資保護協定等措施，特別是與“一帶一路”沿線國家、歐盟和其他海外市場國家的協議。

6. 本會亦支持特區政府在技術應用，特別是自動化、機器化和人工智能等技術為業界提供更大的便利。COVID-19 疫情將加速自動化、機器人和人工智能的使用，其重要性不僅在於節省成本，還在於增值，這將是香港在全球競爭力的核心。政府應確保適當的政策和足夠的支援，以協助業界



迎接新的挑戰。政府應考慮為製造商和物流營運商提供直接援助，以實現技術的快速和有效應用，並應設立合適部門協助他們。

7. 政府為工商業提供了不同的財政資助計劃。近期專為物流業而設的計劃包括總額約 3 億元的第三方物流服務

供應商資助先導計劃、物流業創造就業計劃，以及已推出的其他紓緩計劃。業界正處於非常困難的時期，我們樂見政府適時採取行動。

我們正在怒海上航行，讓我們團結壯大，一起乘風破浪！

執行委員會 2020

主席

林宣武先生

副主席

林健鋒議員

會員

鍾志平博士
徐晉暉先生
洪克有先生
高敏堅先生
劉榮濤先生
劉會平先生
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Mr. V K Parekh
孫榮聰先生
司徒志仁先生
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王啓達先生
胡百濤先生
楊振勳先生

執行總幹事

何立基先生



漫談新冠疫情期間 港航業的那些事

黃重銘

截至北京時間9月22日，全球累計確診新冠肺炎病例已超過3200萬例，死亡病例約100萬例，93個國家確診病例超過萬例。全球疫情持續蔓延，美國疫情持續高發，歐洲地區，多國疫情持續反彈，一些國家單日新增病例數創下疫情爆發以來的新高；亞洲地區，韓國、日本迅速蔓延的疫情得到控制。與深陷疫情之中的各國相比，彼時中國的疫情可以算“溫和”，偶有少數零星輸入案例。國內通過國家強有力的抗擊疫情舉措，新冠疫情已得到全面控制，工廠陸續復工、商貿合作也逐漸開展，國內運輸市場正逐步恢復。上半年中國國內生產總值（GDP）同比下降1.6%，但從第二季度開始，恢復正增長（同比增長3.2%）。而在大洋彼岸，美國經濟受到嚴重影響，第二季度美國國內生產總值（GDP）按年率計算萎縮31.7%，創美國政府有記錄以來最大降幅。在疫情背景下，國內港口和航運企業生產情況均受到不同程度影響，特別是近期，國內外陸續發生了許多影響港航業發展的事件，下面作一個簡要的漫談。

一、國內主要港口集裝箱 吞吐量表現

作為世界港口大國，中國港口貨物吞吐量和集裝箱吞吐量已連續多年居世界首位，增長態勢已保持多年。但從2020年1月份開始，港口生產開始受疫情影響。上半年中國主要集裝箱港口吞吐量出現下跌，其中上海港完成2006萬標準箱，下降6.9%，寧波-舟山港完成1325萬標準箱，下降4.7%，深圳港完成1107萬標準箱，下降10.8%。廣州港完成1076萬標準箱，僅下降1.6%。

下半年開始，隨著國內疫情防控形勢持續向好，生產生活秩序加快恢復，國內及北美、歐洲企業

的復工復產，港口集裝箱吞吐量逐步恢復，海上物流通道正恢復強勁脈動，特別是從7-8月份開始，市場處於傳統運輸旺季，運輸需求高位運行。中國港口吞吐量恢復態勢明顯。其中上海港7月集裝箱吞吐量首次突破390萬標準箱大關，達到單月390.3萬標準箱，為上海港開港以來歷史新高。7月30日，上海港更以149565標準箱和51725標準箱創造了晝夜集裝箱吞吐量和單工班作業箱量的兩項歷史新高。

而深圳港的鹽田國際集裝箱碼頭也創全球單一碼頭新紀錄，8月份吞吐量超142萬標準箱，該吞吐量也刷新全球單一碼頭單月吞吐量新紀錄，實現吞吐量增幅連

續3個月居同行前列。今年鹽田國際集裝箱碼頭在維持平穩運行的同時努力開拓業務，在上半年穩住已有航線的基礎上，7、8月共新增3條北美航線、2條歐洲航線、4條亞洲航線，提升華南歐美遠洋運輸樞紐港作用的同時促進國際中轉發展。

二、貝魯特港口大爆炸 事件

黎巴嫩當地時間8月4日，黎巴嫩首都貝魯特港口發生劇烈爆炸，爆炸造成了171人不幸遇難、6000人受傷，摧毀了大約6000座建築（約貝魯特一半建築），30多萬人無家可歸。據外電報告，貝魯特港口大爆炸，奪去上

百個鮮活生命的罪魁禍首，是被一艘貨船遺棄在港區長達7年之久的危化品——2750噸硝酸銨（ NH_4NO_3 ）。事故發生後，首都貝魯特街頭眾多民眾遊行示威，譴責政府的疏忽導致爆炸發生。6天後的8月10日，黎巴嫩總理哈桑·迪亞卜領導的黎巴嫩政府內閣宣布辭職。

硝酸銨是一種應用廣泛的化工原料，既可以制作化肥，也可以制作炸藥。在常溫下很穩定，卻不耐高溫，溫度達到 110°C 以上時就會發生緩慢的分解，溫度達到 400°C 以上時，就會發生劇烈的分解並引發爆炸。5年前的8月12日，中國天津濱海新區發生的爆炸案，其“元凶”就是硝酸銨。且兩起事故的發生也有相似之處，均為第一次爆炸起火後又迎來更大損害的“二次爆炸”。1公斤的硝酸銨分解後能夠產生900升的氣體，如果在密閉的環境中受熱後發生劇烈的分

解，壓力陡然上升就會引發大爆炸，產生的衝擊波和高溫能夠瞬間摧毀周圍的建築物。

貝魯特港口爆炸事件，引發了全球對危化品特別是硝酸銨的關注。距黎巴嫩萬里之遙的人們感受到了“震動”。澳大利亞紐卡斯爾鎮，居住區800米外，竟存放著6000-1.2萬噸硝酸銨；印度欽奈港倉庫存放740噸硝酸銨，已達5年；也門附近海域，漂著一艘載有110萬桶原油的廢棄輪船。

中國是世界化工大國，涉及危化品的港口、碼頭、倉庫、堆場和危化品運輸車、船大量存在。隨著貿易需求的增加，儲存量和運輸量逐年攀升，安全風險不斷增加。貝魯特事件發生後，中國政府高度重視，8月5日，國務院安委會辦公室、應急管理部立即部署組織開展全國範圍的危化品儲存安全專項檢查整治。8月7日，6個工作組分

赴河北、山西、福建、山東、河南、陝西、雲南、貴州、重慶、四川、甘肅等11個省份和天津、青島、上海、寧波等4個重點港口，重點抽查轄區內硝酸銨生產、儲存數量大的企業、化工園區和涉及硝酸銨流向的港口貨場。8月8日，國務院安委辦檢查組赴天津港檢查時，發現天津匯洋石油儲運公司存在違規動火作業情況，存在重大安全隱患，5名相關人員被依法行政拘留，該公司港口經營許可證、危險化學品經營許可證等證件被吊銷。由於存在“失察失管”，5名政府機關公職人員受到行政處理。

三、清理規範海運口岸收費

為清理規範海運口岸收費，優化營商環境，減輕進出口企業負擔，促進貿易便利化，國家交通運輸部聯合國家6部委印發了《清理規範海運口岸收費行動方案》。



該《行動方案》明確，到2022年，中國將進一步規範港口的收費，使進出口合規成本明顯降低。《行動方案》確定的主要任務包括進一步完善港口收費政策，建立海運口岸收費成本監審調查制度，規範引導船公司收費行為，加強船代、貨代收費監管，規範港外堆場收費，開展簡化收費模式試點等。

其中，在進一步完善港口收費政策方面。《行動方案》要求2020年底前，落實將貨物港務費、港口設施保安費收費標準降低20%延長至2020年12月31日政策；2021年底前，進一步減併港口收費項目，研究將港口設施保安費併入港口作業包幹費。定向降低沿海港口引航費標準，進一步擴大船方自主決定是否使用拖輪的船舶範圍。研究推進貨物港務費改革。根據形勢變化，修訂《港口收費計費辦法》；2020年底前，

落實將進出口貨物港口建設費免徵期限延長至2020年12月31日政策，研究明確2020年港口建設費徵收期滿後相關政策。

同時，《行動方案》要求規範港外堆場收費。加強對港外堆場收費行為指導規範。推動堆場規範洗修箱、二次吊箱等作業標準及收費行為，加強監督檢查，依法打擊違法違規收費行為。《行動方案》提出開展簡化收費模式試點。選擇部分規模較大的港口開展試點工作，整合海運口岸相關單位資源，清理簡化收費項目，探索為貨主提供一站式繳費服務，並逐步推廣。

《行動方案》同時要求規範引導船公司收費行為。發揮大型國有海運企業引領作用和行業組織自律作用，推動船公司合理調整海運收費結構，規範簡化收費項目，取消不合理附加費，嚴格執行運

價備案制度。鼓勵中國海運企業通過上下游融合發展和聯盟等方式，壯大國際物流業務，引入競爭實現運輸成本降低。另外，《行動方案》還要求加強船代、貨代收費監管。規範船代、貨代收費名稱和服務內容，推動精簡收費項目，進一步規範船代、貨代明碼標價行為。

四、大港口缺拖車司機

由於近年來房價、物價不斷上漲，生活水平越來越高，且駕駛員日夜操勞，長途跋涉，時間過長，而同行壓價，導致現在貨運市場一片混亂現像，由此造成拖車司機的生存空間越來越小，生存狀況越發艱難，“退出”成了很多司機的選擇。

據有關拖車行業協會統計，現階段，上海港拖車司機缺口大約在6000人以上，深圳拖車司機缺口

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关于印发《清理规范海运口岸收费行动方案》的通知

发改价格规〔2020〕1235号

各省、自治区、直辖市发展改革委、财政厅（局）、交通运输厅（局、委）、商务厅（局、委）、国资委、口岸管理办公室、市场监管局，海关总署广东分署、各直属海关：

为贯彻落实党中央、国务院的决策部署，清理规范海运口岸收费，优化营商环境，减轻进出口企业负担，促进贸易便利化，我们研究制定了《清理规范海运口岸收费行动方案》，现印送你们，请遵照执行。

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。
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《危險貨物道路運輸安全管理》訂購表格

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也達 3000 人，這很大程度上影響港口物流的運轉。從 2020 年 5 月開始，上海港很多拖車司機停車歇業，造成運力短缺。當時造成運力短缺的原因除了高速恢復收費後，部分貨車沒有辦理專用 ETC（電子不停車收費系統）導致過路費高的問題，還與運價降低相關。隨著疫情得到控制，港口物流逐漸恢復，很多拖車司機為了還車貸、養活家庭，都開始積極復工復產，上海港的運力壓力一度得到緩解。但從 7-8 月開始，有上海港物流企業相關人士表示，上海港目前拖車司機短缺持續增加，約超過 6000 名左右，這樣使得很多港口物流企業承受不小的運營壓力。

據了解，造成拖車司機短缺有多個方面的原因。首先就是受疫情影響，今年以來，港口物流拖車業務還沒有恢復到疫情前水平，拖車司機收入下降。為了養活家庭，部分拖車司機選擇轉行。目前，上海港拖車司機的年紀多在

四五十歲，由於開拖車太辛苦且司機本身年紀偏大，很多司機承受不住高強度的工作壓力，部分司機選擇退出拖車行業。

與此同時，大部分上世紀九十年代出生的 90 後不願意選擇做拖車司機。雖然拖車司機的工資相對不低，但從業環境相比來更加惡劣，幾乎沒有娛樂空閒時間，90 後年輕人難以吃苦，這也導致這些行業沒有新鮮血液流入。由此，導致上海、深圳等大港口長時間缺少拖車司機，為國內的集裝箱運輸、進出口物流等行業帶來不少影響。

五、深圳中歐班列成功開通

今年 8 月 18 日，深圳中歐班列“灣區號”成功首發，該列車從深圳平湖南國家綜合物流樞紐駛出，由阿拉山口出境，途徑哈薩克斯坦、俄羅斯、白俄羅斯、波蘭等

國，抵達德國杜伊斯堡，耗時 16 天，全程運輸距離為 13438 公里。該趟列車運輸貨物主要為電子產品、家用電器、服裝、玩具和口罩等，貨值約 324.7 萬美元。“灣區號”計劃每周開行一列。

雖然目前中國的新冠疫情逐漸好轉，但是全球新冠疫情仍在擴散。世界貿易通道嚴重受阻，大灣區很多企業的國際供應鏈安全遭遇前所未有的威脅，“灣區號”的適時開通打通了大灣區與歐洲之間輸送緊缺物資和生活用品的生命新通道，可有效保障大灣區製造業產業集群供應鏈物資運輸的安全運輸。“灣區號”開通後，大灣區的製造業集群用戶在“家門口”就可以裝貨發運。作為全國首批 23 個國家物流樞紐之一平湖南綜合物流樞紐。該項目可借助深圳市作為全國最大進出口城市的優勢，依托國內鐵路資源優勢，整合國內外優質物流資源，助力國家“一帶一路”倡議的實施。





六、攜手開展好疫情防控 國際合作

新冠疫情對全球經濟造成重創，也一度給中國經濟帶來前所未有的衝擊。世界銀行7月份在《全球經濟展望》報告中預測，2020年全球經濟將下滑5.2%，是“二戰以來最嚴重的經濟衰退”，也

是1870年以來人均產出下降的經濟體數量最多的一年。疫情之下，各國管控措施不斷升級，給全球交通運輸行業帶來了重大影響，港航業作為全球供應鏈中的重要環節，正在經受疫情的重大考驗，也在不斷推出防控措施盡量維持港口的運行。

隨著疫情得到控制，中國經濟增速由負轉正，成為疫情發生之後首個實現增長的主要經濟體。中國各地陸續復工復產，民眾出行及消費日漸回升，中國為穩定全球經濟發展注入信心動力。截至目前，中國全國規模以上工業企業平均開工率達99%、人員復崗率達94%、中小企業復工率達84%。而中國有組織、有秩序的復工復產，不僅能保障中國經濟平穩運行，更有力促進全球經濟發展重回正軌，這也是在關鍵時刻為

世界經濟作出的重要貢獻。

這次新冠疫情防控不僅是對中國國家治理體系和治理能力的嚴峻考驗，對世界公共衛生事業的嚴重挑戰，也是中國與世界各國攜手抗疫開展國際合作的一次偉大實踐。在疫情帶來的多項挑戰下，全球經濟增長模式、治理模式都極待改善，各國要以協作態度規避經濟下行風險。半年來的實踐證明，應最大限度形成合力才能共渡難關，讓世界經濟盡快止損以及開啟復蘇進程。當前全球首要任務是應對衛生和經濟緊急狀況，只有通過交流與合作達成全球共識才能得到妥善解決。相應地，每個行業每個人都有責任在當下這個重要的歷史節點，保持彼此之間的交流與合作，共同創造一個更加綠色、更加健康也更為和平繁榮的世界。



黃重銘

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

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