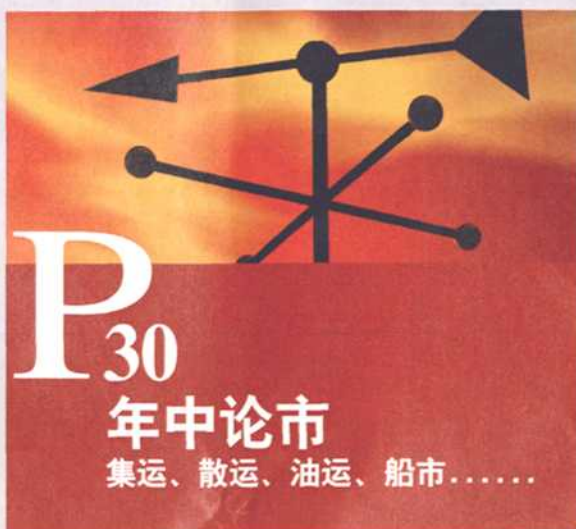


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ABSTRACTS

Reflections on the strategy of foreign trade development and the countermeasures

To speed up the transformation of foreign economic development, the author thinks that we should first speed up the advancement to transform foreign trade development way and solve the constitutive problems and the contradictions that have been accumulated during the reform and open policy in the fast foreign trade development of our country. We should pay more attention to the structure adjustment and the quality improvement, instead of taking the import and export scale and the growth speed as the most important goal. The achievements inspection should prohibit across-the-board ruling! **P16**

The profound change of world energy pattern

If the 20th century were the petroleum century, then perhaps the 21st century the natural gas century, or the emerging energy century. Not only this is the simple energy transformation question, but in the globalization and the modernization process, it is the important symbol of human society transformation. The international energy market center of gravity is moving east, the dominant position of cooperation pattern in the competition is changing, so the natural gas time will possibly arrive ahead of time. The global non-conventional natural gas resource is very rich, the technology of its development and use is mature day by day. It is the most realistic resource to replace the conventional natural gas, playing the very important role in the world energy structure. **P20**

China's container liner trade recovers

Container liner trade is the most direct and sensitive thermometer of China's even the global economics and trade. At the beginning of this year, China's container liner market went out of the murky market. Starting from the first quarter of the year, it recovers the prosperous tendency. Along with the transportation charges rise unceasingly, China's export container freight index begins to climb from 995.94 points at the end of 2009, up to August 6, has risen to 1213.08 points. Without doubt, the recovery container liner trade has become the biggest luminescent spot in the recovery and growing process of China's shipping industry. **P31**

The oil transport market recovers continually

In 2009, the energy used by China was equivalent to 2,252 million ton petroleum, higher than 4% compared to the US (2,170 million ton petroleum equivalent), becoming the global first big energy consumption country. This symbolizes that the history of the whole world energy use has started a new time. Generally speaking, in 2010 the capacity excess pressure of the world oil transport market alleviates compared to 2009, which continues to maintain our forecast and judgment, in 2010, the international oil transport market improves comparing with 2009. **P38**

International shipbuilding market: the true recovery awaits date and time

In the first half of this year, the new ship turnover of the international shipbuilding market was beyond anticipation and the

new ship price also presents certain rise, which indicates as if the market presents strong rise situation. Then, what will the market depend on to push to the next stage? The author thinks that the key lies in whether the macro economy and the shipping market can recover and be strong continually or not. **P40**

Harbor economy of the Yangtze Delta area recovers

In the first half of the year, economical movement of the Yangtze Delta area harbor was overall good, restoring the good momentum of swift growth. The main production target resumes the top digit movement, and creates new high repeatedly. In the second half of the year, the harbors and the shipping economy movement of the Yangtze Delta area will continue maintaining the first half of the year's rising trend. It is estimated that the whole year harbor freight volume of the Yangtze Delta area will amount to 3,300 million tons, growing about 15% compared to the same period; the foreign trade port freight volume will amount to 830 million tons, growing about 16% compared to the same period; the container volume of goods throughput will achieve 0.525 million TEU, growing about 17% compared to the same period. **P44**

China topping up with Canada dry

In 2009, with economies around the globe suffering under the weight of the economic crisis, imports into many regions sustained a substantial hit. But China, the biggest buyer in the market for raw materials, increased its import tonnage by over 30% last year. A huge appetite for resources led China to focus attention on new sources of exports to

meet increasing demand. Canada, rich in natural resources, is one such source. Even though data for 2010 so far suggests China's imports from Canada to be down on annualised basis, with China's imports from Canada totalling just under \$30 billion in 2009, it can be expected that the additional scope will lead to Canada providing an increasing share of Chinese import tonnage in the long-term. **P56**

Is container shipping past the peak?

After setting a torrid pace earlier this year, growth in volume will tail off in the second half, economists say. Forecasters say this year's double-digit growth in U.S. container traffic is slowing and that the usual August-October peak season for holiday imports may have come and gone last month. According to Mario Moreno, chief economist at PIERS Global Intelligence Solutions, a sister company of The Journal of Commerce, 2010 is expected to be a strong year for imports, but that growth rates will slow during the second half. **P60**

My BIMCO experience

Working in BIMCO for nearly three months, the author discovered the unique status and roles of BIMCO in the shipping industry. Firstly, BIMCO acts as a bridge to connect international organisations such as IMO or ILO with BIMCO

members. Secondly, BIMCO plays the role of document maker for member companies. Thirdly, BIMCO offers a platform for shipping-related companies to make contracts with each other. Fourthly, BIMCO offers various real-time and analytical services to member companies. BIMCO's principle is neither to judge members as either right or wrong, nor to reveal the specific operational methods of its member. Rather, BIMCO aims to provide members with advice on all the issues that should be considered in different kinds of situations. Furthermore, BIMCO keeps an open mind on the current issues in the shipping industry and continues to innovate and update its products and services with a view to keeping the leading position in the shipping industry. **P62**

Don't be afraid of the coal bonanza

The Chinese coal trade might be insular in nature but the benefits are widespread. The Chinese domestic coal trade is often seen in the wider shipping community as a mysterious, impenetrable black hole. Within this elusive and isolated sphere of activity is a trade that brings great benefits to its participants. Overseas players, meanwhile, are left to wonder from a distance if they will ever get a slice of this lucrative cabotage trade. But one must first take into account China's huge coal demand before accusing the country's shipping giants of adding to overcapacity woes. **P64**

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