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P22 东北亚国家的互联互通



P30 特别报道:
打造互惠共存、合作共赢
的亚洲命运共同体



P36 本期聚焦:
海铁联运热起来



中远集团

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CONTENTS

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目录



《中国远洋报》
微信



《中国远洋航务》杂志
微博



P₃₂ 全力以赴强保障
细微之处见真章

建设海上丝绸之路,
推进海洋经济“走出去”

P₄₆



观察 WATCH

- 2 航运人语 回归服务本质
- 4 媒体 干散货市场求生等
- 12 速读 声音 / 数字 / 漫画
- 14 看点 港口拥堵: 大船潮下“短板”凸显
- 16 看点 全球首次出口集装箱运力交收在沪完成
- 18 视界 国务院印发《落实“三互”推进
大通关建设改革方案》等
- 20 趋势 散运市场能否否极泰来?

全局 OVERALL

- 22 东北亚国家的互联互通
- 28 第三批自贸区花落谁家?

特别报道 FEATURES

- 30 打造互惠共存、合作共赢的亚洲命运共同体
博鳌亚洲论坛秘书长周文重谈2015年年会特点
- 32 全力以赴强保障 细微之处见真章
——博鳌亚洲论坛2015年年会筹备组织工作纪实

聚焦 FOCUS

海铁联运热起来

- 37 “海铁联运”要对症下药
- 40 中远物流: 中欧陆海快线上的先行者
- 42 发挥港口优势 促进海铁联运发展

专栏 SPECIALS

- 46 建设海上丝绸之路, 推进海洋经济“走出去”
- 48 中国集装箱船队: 船东多元化的发展之路
- 50 水与火
- 52 观察员看船员配备: 经验值几何?
- 54 运河之争

55 百问百答

业界 SHIPPING INDUSTRY

- 56 国际油价暴跌对航运市场的影响分析
- 58 航运业应对铁路货运改革的对策建议
- 61 大船下水给港口码头带来新挑战
- 62 基于外拖车司机卡的集装箱码头
提还箱作业分配系统的研究 (英文)

法律 LAW

- 66 中国《海商法》需要现代化

管理 MANAGEMENT

- 68 构建企业健康发展的“防火墙”

港情 PORTS

- 70 迎旭日 担重任
——上海浦东码头的上海生长速度

市场 MARKET

- 72 述评 世界经济
- 74 述评 中国港航股指
- 76 述评 全球集装箱运输市场
- 77 述评 全球干散货运输市场
- 78 述评 全球油轮运输市场
- 80 述评 国际原油市场
- 82 述评 国际燃料油市场
- 83 述评 全国主要港口
- 84 述评 全球主要港口

记忆 MEMORY

- 86 关于国际会议工作的点滴感想与体会



ABSTRACTS

Connectivity and cooperation of Northeast Asia countries

The recent infrastructure interconnectivity has received the widespread attention worldwide. Northeast Asia countries have recently issued economic development planning, and formulated or taken to deepen bilateral or multilateral exchanges and cooperation, making further cooperation conditions more mature, also providing the connectivity of northeast Asian countries with good atmosphere. China has a bilateral trade volume with the neighboring countries in northeast Asia. In 2014, China is South Korea's largest trading partner and largest export destination and the largest import source, whereas South Korea is the sixth largest trade partner of China. China is Japan's largest trading partner and largest source of import, second largest export destination, whereas Japan is one of China's major foreign investor, also is the largest labor dispatching market of China. On February 25, 2015, China and South Korea both have sides completed the all initialled text of FTA between China and South Korea, confirming the content of the agreement. So far, China and South Korea free trade negotiation is completed. The FTA between China-South Korea is the largest so far in our country involving national trade volume and area of the most comprehensive free trade agreement. Connectivity is the common need of northeast Asia countries. Relevant countries can get mutual benefit from the hardware, software and humanities unicom. Northeast Asia countries have carried the above three aspects on the multiple attempts, achieving good results in some areas. It also becomes the basis for northeast Asian countries to further advance connectivity and motivation. **P22**

Who will be the third batch of FTA?

Since the operation of the Shanghai free trade zone in 2013, FTA has promoted the effects of the economic transformation and economic growth. With the approval of the FTA of Tianjin, Fujian and Guangdong,

China already has had four free trade areas distributing from north to south along the coast of the country. There are many areas to apply for the second batch of pilot, among them, calls for the inland free trade zone increasing, which has also sparked speculation from all walks of life—who will be the third batch of FTA? There is a big difference between coastal and inland free trade zone, needing to seek different development path and creating the experience of regional characteristics, which also has certain influence to the country. That is to say, if the Midwest wants to set up inland FTA and promoting the experience on the basis of copying coastal free trade zone, it needs positioning its own clearly. **P28**

An interview with BFA Secretary General Zhou Wenzhong

Recently, the journalist of Maritime China has had an interview with Boao Forum for Asia (BFA) Secretary General Zhou Wenzhong on the subject of the new features and new highlights of 2015 annual conference's theme. Zhou said that the BFA Board of Directors has decided that the 2015 annual conference will be held on March 26-29 in Boao, Hainan province. President Xi Jinping and leaders from other countries will attend the opening ceremony on the morning of March 28. After deliberations and discussions, the BFA Board of Directors, members and partners set "Asia's New Future: Towards a Community of Common Destiny" as this year's theme, which is aimed to improve Asian countries' awareness of common destiny based on the principles of seeking common ground while shelving differences, sharing weal and woe, openness and inclusiveness, cooperation and win-win as well as common development, and prompt the countries to create a brighter future through the conference attendees' brain storming. The four-day structure of the BFA Annual Conference 2015 will be more balanced and focused. **P30**

Focusing on "the sea-rail combined transport"

Due to the large capacity, low cost, less pollution and other unique advantages, sea-rail combined transport has become a priority mode of transportation to the development of all countries in the world. In recent years, with the deepening reform of the transportation sector, China's scale of transportation infrastructure, transportation system and transportation market has already got better conditions. The construction of convenient, unobstructed, efficient and safe integrated transport service system has entered the crucial period, while sea-rail combined transport should be a main gripper for development of transportation. Despite some restricting factors still existing in the current sea-rail combined transport development, but the boom has lifted. Some leading shipping companies and hubs are to promote and expand the sea-rail combined transport business, thereby seizing the new opportunities brought by the 'One Belt and One Road' policy. This visionary conception that leverages on China's historical connections has created a new opportunity to rejuvenate the economic and cultural ties built via the ancient Silk Road. It presents a "win-win approach" to peaceful coexistence and mutual development. "One Belt and One Road" is a Chinese mode advancing

global interaction. It proposes to open the strategic tunnel between the sea and the land, promote form of zone infrastructure, basic industry and basic market via implementation of concrete items, advance widely interactions, enhance free trade investment and convenience and conform a new rule regulated for common trade investment, staff, information and capital turnover. **P36**

The diversification of China's containership fleet

As China Commentary discussed in December 2014, the Chinese owned containership fleet seems set for significant expansion, with Chinese owners accounting for 25% of capacity on the global containership orderbook at the start of 2015, compared with their share of 7% in the existing containership fleet. This trend has been the result of various moves made by a number of different owner types. Another notable recent development has been the influx of Chinese finance. While "financial interests" account for only 3% of the existing Chinese containership fleet (with four containerships delivered to such owners in 2014), these companies had a combined boxship orderbook of 0.51m TEU at the start of the year, 61% of capacity on the Chinese-owned containership orderbook. The average size of boxships on order to these companies stood at 11,000 TEU. Demand for containership newbuilding finance led to these companies emerging as "charter owners", and the vessels ordered are set to be chartered out long-term to foreign boxship operators such as MSC. The sheer size of the two largest state owners, and their participation in key liner alliances, means that these companies will continue to play a major role in the Chinese boxship fleet. However, it seems likely that they will soon be accompanied in this by a number of "financial interests", whose containership fleet will shortly begin to expand rapidly. **P48**

A study in contrasts

Congestion and ILWU woes slam containerized volumes on West Coast while East and Gulf Coast ports report big gains. Overwhelmed by congestion and hampered by International Longshore and Warehouse Union work slowdowns, West Coast ports saw their container volume drop 6 percent in December and barely eked out a 1 percent gain for all of 2014, according to data from the Pacific Maritime Association. West Coast ports have experienced congestion since last summer, but the congestion has grown increasingly worse because of dockworker slowdowns that began in late October, according to the PMA. The ILWU has been working without a contract since its previous contract expired on July 1, 2014. Coastwide negotiations in San Francisco have been held under the auspices of a federal mediator since Jan. 6. Recently, an agreement has been made between the PMA and the ILWU. **P50**

Watch keeper on crewing: the price of experience

Seafarers were once amazingly flexible folk, whose qualifications embraced a range of competencies and who were able to move around between most sectors on demand. Ships were different to each other,

hence the old saying- "different ships- different long splices", but it did not take long before a competent seafarer settled into the routine of a new ship. But that was then and this is now, and ships are more specialised and infinitely more sophisticated, with the value of the crew being in its particular expertise in that distinctive type of ship, or trade, or machinery specification. It is becoming harder all the time for a crewing department to function, with mandatory requirements that demand familiarity of operators with their ship's equipment, such as the ship specific training required with electronic charts, for instance. Generic skills are insufficient. Experience is one of the drivers of efficiency, backed up by training and qualifications, but life is made even harder by the insistence of charterers on specific levels of experience for every post on board. Another contemporary problem caused by intense specialisation is the difficulties people encounter when wishing to move from one type of ship to another. **P52**

Panama Canal battles to win back defecting lines

Canal authority aims to entice big vessels with financial incentives under new toll scheme to be implemented in 2016. Liner operators transiting the enlarged Panama Canal are set to be incentivised to use their largest boxships. The Panama Canal Authority (ACP) is seeking to lure back defecting lines by providing a financial incentive for larger ships using the expanded waterway. The Panama Canal has been losing revenues from container operators in recent years, especially from those serving the Asia-to-US East Coast (USEC) leg that have switched to the longer but cheaper route via Suez. Panama is seeking to stop the drop-off by applying discounts to vessels carrying volumes above certain thresholds. Panama is counting on an increase in the number of larger vessels using the new locks in 2016, with an increasing number of post-panamaxes and fewer panamaxes. It expects to bring in a loyalty programme based on the numbers of containers transited, which will further reduce the toll fee. **P54**

Analysis of the influence of the falling international oil prices to shipping market

Since June 2014, international oil prices fell rapidly from high position. Brent crude prices fell from June 19 year high point of \$115 per barrel continually, until below \$50 a barrel, at present \$50 a barrel. In the short term, low oil prices would be helpful for shipping companies to reduce costs. But in the long run, the impact of the shipping industry is profound, affecting shipping company in energy conservation and emissions reduction, economic speed and producing energy efficiently and environmentally friendly aspects of decision-making of the ship. Specific to each shipping sector affected by the differences, the tanker market is benefited the most, while marine engineering and the related semi-submersible ship market is severely damaged. The dry bulk and container freight market is dominated more by capacity of supply and demand relations, and the drop in oil prices will lead fuel oil surcharge to be reduced correspondingly, the falling costs will eventually benefit to the shipper or consignor. **P56**

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