

中国远洋海运

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聚焦内河航运

P30

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我国内河航运建设与发展取得了显著成效，港航基础设施和运输规模位居世界前列，已成为综合运输体系的重要组成部分……

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The impact of COVID-19 on regional cooperation in Asia

In the first five months of 2020, China's foreign trade partners have undergone significant changes, with the proportion of trade between China and Asian countries rising significantly, while the US, Europe and other regions have seen a significant decline in their trade with China due to the epidemic and other factors. Under the COVID-19 epidemic, the changes in the regional structure of China's foreign economic and trade partners demonstrate the importance of Asia in China's foreign economic and trade. As the most promising regional trade agreement in the world, RCEP will further integrate the productive resources in Asia, promote the formation of a huge production network in Asia, greatly promote the process of regional economic integration, and exert a positive demonstration effect on bilateral and multilateral cooperation worldwide. The COVID-19 outbreak is likely to trigger a reshaping of industrial supply relations at multiple levels in Asia, with broader knock-on effects on geopolitics. It is necessary for Asian countries to improve their supply chain systems and production networks in the region and build more solid cooperation platforms in various fields. **P26**

Focus: inland waterway shipping

In order to implement the strategic plan for building China into a transport power and promote high-quality development of inland waterway transport, the Ministry of Transport issued the Outline for Inland Waterway Transport Development (hereinafter referred to as the Outline) in June 2020, setting out relevant development goals for building a modern inland waterway transport system by 2035 and 2050. It is mentioned that by 2035, a modern inland waterway shipping system will be basically completed, which will satisfy the people, provide strong security and be among the world's top. Inland kiloton waterways will reach 25,000 kilometers, major ports and key port areas will basically realize railway access, and the turnover of inland waterway cargo will account for 9% of the whole society. To achieve these goals, the Outline puts forward the eight tasks of constructing power cohesion inland waterway system, making the intensive and efficient functional synergy of modern ports, building the economic efficient integration of the shipping service system, the practice of resources saving environmental friendly way of green development, constructing the system of functional capacity with full shipping safety leading advanced technology, strengthening the innovation of shipping technology security, carrying forward the historic connotation rich shipping culture, building various work sharing the development of modern industry management system

and so on. If we say that the Outline is the top-level design for China to build a modern inland river shipping system, then many port and waterway logistics enterprises are the concrete implementer of the Outline. It is the common responsibility of our shippers to translate the outline of development into a plan of action quickly and accurately. Significant achievements have been made in the construction and development of inland waterway transport in our country since China's reform and opening up along with the rapid development of economy and society, taking the water systems such as Yangtze River, Pearl River and Huaihe River as the main body. It has played an important role and become an important part of comprehensive transportation system in promoting national spatial development, guiding the optimization of industrial layout, servicing opening to the outside world and promoting the comprehensive utilization of water resources. This issue of Maritime China focuses on the development of green intelligent ships, the construction of port hubs, the practice of river-sea combined transport, and the comparative advantages of inland waterway transport, showing the new trend and prospect of inland waterway development in China in the new period. **P30**

The 10th anniversary of COSCO Jordan Marine Coatings (Qingdao) Co., Ltd.

COSCO Marine Coatings (Qingdao) Co., Ltd. (hereinafter referred to as "JCMC"), a joint venture between COSCO SHIPPING International (Hong Kong) Co., Ltd. and Jotun A/S, was registered in Qingdao High-tech Zone, Shandong Province in 2009. In the past ten years, JCMC has ranked the first in the market share of marine coating in China, with an average annual delivery of more than 300 new ships and repair of more than 1,500 ships. Jotun A/S has organised its global operations into seven regions responsible for the sale of decorative, marine, protective and powder coatings. Jotun manufactures, sells and distributes interior and exterior paints to consumers and professionals worldwide. Jotun is a leading provider of coating solutions to the global marine fleet. Jotun Protective Coatings protects assets in industries such as offshore, energy, infrastructure and hydrocarbon processing industry. Jotun Powder Coatings is a leading supplier of powder coatings to companies active in industries related to appliances, furniture, building components, pipelines and general industries. **P52**

Strengthen and improve transport and logistics networks along the Belt and Road

It is suggested to form an integrated development mode combining

the construction of transportation and logistics network with the industrial layout, build the transportation and logistics network led by the intersection, strengthen the coordination and supervision of the same industry, and give necessary policy preference and support to the key projects of transportation and logistics network. As the third trade corridor between China and Europe, the China-Europe Land-sea Express Line is an important economic corridor for countries along the "17+1" route. The volume of China-Europe Land-Sea Express Line will increase by 62% in 2019. Fruitful results have been achieved in the construction of transport and logistics networks along the "One Belt And One Road". Projects such as the Piraeus Port in Greece, the new land-sea corridor in western China and the railway in Mongolia have been transformed from a vision into reality, bringing benefits to the people of the countries along the routes. **P56**

COVID-19: tracking China's "restart"

The COVID-19 outbreak in China had an acute impact on the Chinese economy and shipping industry in early 2020. Since March, however, the Chinese economy has been 'restarting' following the earlier severe disruption, with industries gradually getting "back to work". This month's China Commentary takes a look at a selection of key indicators tracking China's "restart". Despite the disruption, Chinese seaborne imports have had a fairly positive start to 2020, with imports up y-o-y for the third consecutive month in April (+c.7% y-o-y), with support from iron ore, as cargoes were diverted from other countries (where steel industries are under severe pressure). Meanwhile, Chinese seaborne exports fell sharply in early 2020, but grew in March and again in April (+c.4% y-o-y), partly on the back of record oil products exports. Meanwhile, newbuilding interest remains subdued globally, as the Covid-19 pandemic has "amplified" existing uncertainties surrounding fuel and technology choices. In January-April, Chinese yards received orders for 99 ships of 2.3m CGT, down 42% y-o-y in CGT terms (contracts from foreign owners were down a sharp 72% y-o-y in CGT terms in April). Nevertheless, Chinese yards have still recently been able to secure a number of high-profile state-backed orders. **P60**

Foresight of the three main ship type transport market

Although some countries have begun to ease the blockade, economic activity has not recovered quickly enough to see a "V-shaped" recovery. Container transport market: demand is sharply reduced, but freight rates are relatively stable. Intensive transport

market: demand is sharply reduced, but freight rates are relatively stable. The COVID-19 outbreak has affected and will continue to affect the container transport market, and there is no hope of a quick recovery in the short term. Dry bulk market: difficult to recover quickly. Even China's resumption of work will not be enough to support the poor outlook for the dry-bulk shipping market, where a combination of adverse demand shocks and excess capacity has pushed rates to multi-year lows. Oil markets: super-high rates are giving way to falling global demand for oil. As geopolitical tensions ease, we find rates are feeling the full impact of market weakness and falling demand. The oil transport market looks set to come under pressure for the rest of the year. **P62**

Peak season of container shipping industry coming or not?

An unexpected surge in Asian exports to the United States in late May, causing cargo rolling at Asian ports and a spike in spot rates, warns of future pockets of tight capacity as shippers cautiously increase volumes and carriers plan blank sailings into August. Tensions are rising between non-vessel operating common carriers (NVOs) and shipping lines as NVOs charge that carriers are intentionally restricting capacity and overbooking vessels in the eastbound trans-Pacific in order to push freight rates higher. Conversely, carriers blame the tight capacity on their customers' inability to accurately forecast demand during the COVID-19 crisis. Regardless of the cause, the tensions speak to larger trends in the container shipping industry, namely carriers' successful management of capacity to meet future volumes and general uncertainty among importers of just how much restocking is needed as the North American economy recovers from the pandemic. These conditions are expected to continue in the coming months. Back-to-school merchandise traditionally represents the second busiest period of the year for imports from Asia, but this year, many school districts across the US have yet to determine whether students will return to the classrooms in the fall or study virtually from home. This uncertainty is impacting back-to-school imports, which normally enter the country in May and June in order to be on store shelves immediately after July 4. Carriers say this has added yet another layer of uncertainty to the supply chain. **P64**





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