



Capital Link China Shipping Forum

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Shanghai, China

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Chinese lessors eye cheap financing from overseas bond markets

Tuesday 10 May 2016, 18:24 by Cichen Shen [Back to Lloyd's List Asia](#)



Chinese lessors said the low Libor rate was reducing borrowing costs. Mattz90/Shutterstock.com

Interest rates can be as low as 2%

CHINA'S financial leasing companies, backed by large state-owned banks, are exploring the global bond markets to reduce costs and expand their business.

Speaking at the Capital Link Forum in Shanghai on Tuesday, a group of Chinese lessors said the low London interbank offered rate and weakening Chinese yuan are helping them to raise cheaper funds on the overseas bond markets, which gives a further boost to their already rapid expansion.

The primary function of Libor is to serve as the benchmark reference rate for debt instruments, including government and corporate bonds.

Guo Fangmeng, executive director of shipping at ICBC Financial Leasing, said his firm tended to raise more money directly from the bond market rather than borrowing from commercial banks.

"The result is not bad. The Libor is now low, so our borrowing cost is cheaper."

"If Libor increases, we can go back to traditional bank loans," he added.

Earlier this year, it issued \$200m of offshore project bonds, guaranteed by the Export-Import

Bank of Korea, with two of its liquefied natural gas carriers as underlying assets. The deal that securitises the vessel charter hires was regarded as the first of its kind in the debt capital market in the shipping industry.

In November last month, it also issued \$1.5bn of bonds in the US.

Mr Guo said the company would do more overseas bond issuing this year. "As we get more cheap funds, we can do more business. This is our strategy right now."

ICBC Leasing, the country's biggest shipping lessor, has expanded its vessel assets by 26% to about Yuan60bn (\$9.2bn) over just the past seven months, according to Mr Guo.

The lessor is now actively seeking opportunities in Iran as the latter has announced its multi-billion-dollar newbuilding scheme.

Huang Lei, assistant general manager of another Chinese leasing major, Minsheng Financial Leasing, said that since the yuan began to weaken against the dollar around August last year, US dollar-dominated bonds issued by Chinese firms have been in short supply.

While expectation is high that the yuan will depreciate further, Chinese investors are increasingly interested in holding US dollar assets, preferably offshore bonds issued by Chinese corporates, as many of them are not familiar with foreign players, Mr Huang told Lloyd's List on the sideline of the conference. At the same time, the number of Chinese bond issuers in overseas markets is decreasing as a depreciating yuan reduces incentives for currency arbitrage.

"But we lessors still want to issue bonds in US dollar, because we need to use it [for building ships]," Mr Huang said, adding that such short supply would help them further lower the cost of bond issuing.

The interest rate of bonds issued by Chinese lessors, such as Minsheng Leasing, in Hong Kong and Singapore can be as low as about 3% per annum, according to Mr Huang.

Some bigger players with a good credit rating, such as ICBC Leasing, which boasts an A-rating from Standard & Poor's, can even lower the coupon rate close to 2%, sources familiar with the matter said.

This has enabled the leasing players in China to accept projects with a return of 5%-6%, while private equity funds would require return rates double that in order to please underlying investors.

Xu Wei, senior project manager at China Merchant Bank Financial Leasing, said his company shared a similar strategy with ICBC Leasing in that it would increase bond issuance on the global market while keeping good relations with foreign banks.

For CM International Financial Leasing, a joint venture between non-state owned China Minsheng Investment and South Korea's Hana Bank, the picture might be a bit different.

Liu Hua, managing director of the shipping department at CM Leasing, said his firm will also pursue the bond market this year in mainland China and Hong Kong. But it will bear higher costs without the sheer size of its compatriot peers backed by state-owned parent banks.

The lessor, established in April 2015, is yet to own vessels on the water. It expects to take delivery of some containerships in the following months. In the future, it is looking to explore the market in chemical and gas carriers and offshore floating production, storage, offloading vessel

projects, according to Mr Liu.

“We can’t compete with ICBC or CMB leasing. Even if we issue bonds in international market, we won’t have the same cost advantage.”

However, as a result of its non-state owned banking feature, CM Leasing is not regulated by the China Banking Regulatory Commission. This has given the joint venture lessor more flexibility in a business model that straddles leasing and equity funds.

“We have the flexibility to do the kind of business model that provides both equity investment and long-term debt financing.”

Article from Lloyd's List

<https://www.lloydslist.com/ll/sector/finance/article524544.ece>

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Chinese shipping lessors could face default risk, says Nord LB

Thursday 12 May 2016, 02:54 by Cichen Shen [Back to Lloyd's List Asia](#)



Leasing firms' credit ratings are based on that of their parent banks'.

But leasing giants in China may be 'too big to fall', says Chinese lessor

FOR many players in today's shipping world, cost is king. So are China's leasing houses, who are gaining momentum in winning owners' hearts in the global ship financing market.

Major lessors in the country have successfully leveraged on the sheer size of their state-owned bank parents to drive down the borrowing cost from overseas creditors. But fears have arisen that such moves might push them toward riskier avenues of expansion.

Nord LB, which provides financing services for the Chinese lessors, voiced such concerns during the Captial Link Form held in Shanghai earlier this week.

Aaron Zen, who heads the bank's Ship Finance Asia Pacific division, told Lloyd's List that the leasing firms have been increasingly turning to his bank over the past year as they attempt to leverage their transactions after clinching leasing deals.

The lessors are seeking to obtain senior debt with lower interest rates, he said, with "pricing expectations very demanding, and not something we can always fulfil".

Some deals, however, were still satisfied. Not just because lessors can boast of good credit ratings, but also because the deals come attached with a recourse mandating the parent banks bail out their leasing offshoots should there be debt defaults.

Fitch Ratings recently affirmed the Issuer Default Ratings (IDRs) of five leasing subsidiaries of Chinese banks. ICBC Financial Leasing, Bank of Communications Financial Leasing, and CCB Financial Leasing all received an A rating, while CDB Leasing — the leasing arm of China Development Bank — was granted an A-plus rating.

“But their ratings are not really their own but based on their parent companies. And sometimes the recourse provided by their parent companies is only implicit,” said Mr Zen.

This might create a mismatch between pricing and risk of the projects being funded by Chinese lessors, he said, as easy access to financing could lead to less-prudent deals that may result in defaults from the lessees, or even the lessors.

“What we want to see is what happens if push comes to shove, if there is a situation where there needs to be a bailout for the leasing companies,” Mr Zen said, adding if that day comes, it will provide more clarity on whether current pricing regimes are appropriate or not.

“My expectation is there will be more [defaults] to come, [as] some of the leasing companies have taken on a lot of transactions”.

Shipping assets of Chinese leasing majors stood at Yuan95bn (\$14.9bn) at end-June 2015 compared with Yuan28bn at end-2010, the latest data from China Merchants Bank showed.

To date, ICBC Leasing, the country’s biggest shipping lessor, has expanded its vessel assets to about Yuan60bn.

But Huang Lei, assistant general manager of Minsheng Financial Leasing, one of the main Chinese lessors, suggested that the problem might be overstated, and the issue should be reviewed on a case-by-case basis.

“When we are dealing with those big-name clients, we need to be very competitive, so we’ll choose to offer better prices and reduce the financing costs at our end,” he told Lloyd’s List on the sidelines of the conference.

“But when we have the upper hand in bargaining power over other clients, we might not need to do so.”

The growing trend for Chinese lessors, at least the major ones, is to go abroad and engage with the big industry names deemed be strong and credible counterparties to deal with.

Taking ICBC Leasing as an example, more than 70% of its total vessel assets are derived from overseas clients, mostly large players.

Leverage ratios

Speaking on condition of anonymity, one source from a leading Chinese bank-backed leasing firm told Lloyd’s List that his company and its peers are “too big to fall”.

He said state-owned banks might not directly pay for any defaulted-upon loans owned by their leasing units, but they are required by Beijing to always keep sufficient equity capital in their units to maintain their leverage ratios, which are currently about nine times.

This is a recourse that in theory would provide unlimited liquidity, according to the source, because whenever there is a failed project and financial problems hit the lessors’ capital adequacy, the parent banks must step in to intervene.

Yet the argument has failed to alleviate Mr Zen's concerns, especially when bond defaults by some Chinese state-owned enterprises also deemed too big to fail are on the rise, and the profitability of those large Chinese banks is deteriorating.

"I've seen a lot of things, bailouts happening and not happening," he said.

"And we are in shipping. We thought going with the German KG model would have no problems, right?"

Article from Lloyd's List

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Capital Link 中国航运论坛5月在沪举办

来源：中国海事服务网 2016-03-14 11:56:31 我要评论 (0)

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导读：

中国政府积极推动国家主席习近平提出的共建 21 世纪海上丝绸之路 重大倡议，不仅有助于境内航运企业和造船工业繁荣发展，而且有利于提升中...

中国政府积极推动国家主席习近平提出的共建 “21 世纪海上丝绸之路” 重大倡议，不仅有助于境内航运企业和造船工业繁荣发展，而且有利于提升中国作为航运枢纽在全球金融市场上的重要作用。同样的，全球金融机构和投资者都希望通过与中国境内的实力企业开展合作，抓住当前市场波动所创造的机遇，积极参与到这个激动人心的发展过程中。

Capital Link 中国航运论坛” 将探讨如何让中国船东和租赁公司从当前全球融资、资本市场的发展和替代融资的最新趋势中受益。 本届论坛为中国船东创造了绝好的机会与来自全球各地的投资者探讨合作，同时指引大家如何在这艰难的市场条件下优化船舶管理水平以及通过调整业务来满足全球航运业的要求。

本届论坛邀请全球知名专家和航运企业高管作为主要演讲者，他们即将在上海为大家带来精彩的演讲，与本地航运企业高层主管积极互动，探讨相关话题。

因此，本届论坛与会者不仅可以收获最新行业资讯， 还可以与航运业知名专家见面探讨行业话题，他们都是来自航运业，造船业，租赁融资银行以及大型干散货、能源的全球贸易商的富有影响力的人物。



Capital Link 在纽约、伦敦和雅典等全球行业中心举办大型投资和海事论坛有 20 多年的历史，每届论坛吸引了近千名与会者，在业界享有很高的知名度，我们的论坛吸引了来自航运、金融和投行等领域决策者的精英。Capital Link 的核心业务是为美国和欧洲的金融和投资界提供专业渠道，同时，也是波罗的海交易所的成员，与美国证券交易所的上市航运企业保持着良好的合作关系。

报名网址：

<http://forums.capitallink.com/shipping/2016china/index.html>

更多信息，请联系：

Eleni Bej, New York, (212) 661-7566, ebej@capitallink.com

Nicolas Bornozis, New York, chinaforum@capitallink.com



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资渠道以及船舶管理等问题的沟通和探讨。与参会人员分享了“以船东的视角看中国及全球航运业”的议题。

最后，在中国航运论坛颁奖礼上，杨现祥CEO荣获杰出领袖奖，该项殊荣也是本届航运论坛颁发的唯一奖项。以下为Capital Link主席Nicolas Bornozis先生对授予奖项的声明：

The Capital Link Shipping Leadership Awards honor global leaders in the shipping space recognizing their contribution to the development of the industry. They are presented in the context of our forums in New York, London, Athens and now Shanghai. We are honored to present the 'Capital Link China Shipping Leadership Award' to Mr. Yang Xian Xiang, Chief Executive Officer of SITC International Holdings in recognition of his role in building SITC into a major diversified inter-Asian Chinese shipping group and his contribution to internationalizing the profile of Chinese Shipping.



杨CEO作为船东组嘉宾与参会人员沟通探讨



杨CEO荣获中国航运论坛杰出领袖奖并发表演讲



杨CEO与Capital Link主席Nicolas Bornozis先生合影留念

张页总裁在Capital Link中国航运论坛上作开幕致辞

来源： 发布时间：2016-05-11

5月10日，由美国Capital Link主办，中民租赁、哥伦比亚船舶管理（CSM）和森海海事服务联合协办的中国航运论坛在浦东陆家嘴举办，本次论坛以“推动21世纪海上丝绸之路、共建全球金融和资本市场繁荣”为主题，吸引了逾200名参会嘉宾。

作为开幕致辞嘉宾，上海航交所张页总裁以《开拓资本链接航运的通道》为题，阐述了如何更好地融通和发展航运金融，并提出从法律事宜、贸易控制权、创新平台经济模式和化解风险手段等四个方面解决资本进入航运的障碍，得到了与会嘉宾的良好反响。



Capital Link总裁Nicolas Bornozis等拜访航交所

来源： 发布时间：2016-05-11

5月11日上午，美国Capital Link总裁Nicolas Bornozis、哥伦比亚船舶管理公司营销总监Demetris Chrysostomou等以及森海海事服务公司董事总经理Terrace Zhao等一行访问上海航交所。张页总裁及相关业务负责人予以接待。

双方简要阐述了各自背景和业务优势，并探讨了未来在论坛会展、信息交流、密切投资者关系、推介中国航运海事市场以及共同提升中国航运海事形象等方面合作的可能性。



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公司新闻

Capital Link China Shipping Forum 资本链接中国航运论坛

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2016年5月10日，由国际著名航运金融资讯公司Capital Link（意译“资本链接”）主办，哥伦比亚船舶管理公司和上海森海海事服务有限公司协办的中国航运论坛在位于上海陆家嘴的凯宾斯基大酒店举行。本次论坛是以在新形势下为中国航运业全方位引入国际航运金融服务，助推中国“海上丝绸之路”之国家战略为主题。是国际著名航运金融咨询公司“资本链接”（Capital Link）首次进入中国，本次论坛采用新颖的航运论坛形式，吸引了270多名国内外业界精英汇聚，共同商讨中国航运金融息息相关的话题。



会议在上海航运交易所总裁张页先生的开幕致辞中开始，上海海事大学校长黄有方先生、Drewry中国区经理Tina Liu女士、中民国际融资租赁股份有限公司的代表、哥伦比亚船舶管理集团总经理Andreas Hadjipetrou先生等作为代表发表了他们的真知灼见。除此之外，此次论坛主要采用分议题分组讨论的形式展开，更激发了大家提出建设性的意见，更具有互动性。数十位航运界的专家学者、总裁、航运金融人士参与其中，为中国航运业的发展提出了宝贵意见。议题包括：“中国航运业融资的可行性”、“船厂、造船及融资”、“新机遇：企业及金融重组”、“如何在全球资本市场筹集股本和债券资本”、“中国船东和项目的私募股权投资及另类融资”、“以船东的视角看中国及全球航运业”等。



Capital Link 总裁: Nicolas Bornozis



上海航运交易所张页总裁开幕致辞



上海海事大学校长、中国航海学会会长黄有方先生主旨演讲-中国航运与金融

森海董事长兼总经理赵玮先生作为“以船东的视角看中国及全球航运业”版块的主持人参与了主题讨论，这个版块邀请了中海集装箱总会计师张铭文先生、中海油运总经理朱迈进先生、Courage Marine集团主席Chih Chien Hsu先生、荷兰Erasmus Shipinvest集团总裁兼首席执行官John Su先生、上海中化船务公司总经理许俊峰、海丰国际董事局副主席兼首席执行官杨现祥先生一同参加。这几位代表分别来自央企、外资企业以及民营企业，更是其中的领头羊和佼佼者，所以其发言更具有代表性，有很强的借鉴性。在赵总的主持下大家一起探讨了中国船东在全球航运市场上所起的作用，赵总和嘉宾们睿智和充满建设性的语言让台下经常响起热烈的掌声和笑声。



森海海事服务有限公司董事长-赵玮先生



哥伦比亚船舶管理公司董事长Andreas Hadjipetrou先生

本次论坛分析了中国航运在全球航运中的重要作用，在航运业低迷的态势下怎么发展指明了方向，为中国航运业融资找到了新的机遇，探讨出了多条有实质性的建议，促进了业内人士的相互交流，参会者纷纷表示受益匪浅，不虚此行。论坛期间还举行了中国航运论坛杰出领袖颁奖礼，获奖者是：海丰国际董事局副主席兼首席执行官杨现祥先生。论坛结束后大会还特意安排了鸡尾酒会让大家有更进一步交流了解机会。



海丰国际董事局副主席兼首席执行官杨现祥先生

与大家分享一下论坛现场的精彩影集。 明年再见



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讨论议题：中国船东和项目的私募股权投资及另类融资
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讨论议题：以船东的视角看中国及全球航运业
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Capital Link China Shipping Forum 资本链接中国航运论坛

编辑：航运在线 发布于：2016-5-16

2016年5月10日，由国际著名航运金融资讯公司Capital Link（意译“资本链接”）主办，哥伦比亚船舶管理公司和上海森海海事服务有限公司协办的中国航运论坛在位于上海陆家嘴的凯宾斯基大酒店举行。本次论坛是以在新形势下为中国航运业全方位引入国际航运金融服务，助推中国“海上丝绸之路”之国家战略为主题。是国际著名航运金融咨询公司“资本链接”（Capital Link）首次进入中国，本次论坛采用新颖的航运论坛形式，吸引了270多名国内外业界精英汇聚，共同商讨中国航运金融息息相关的话题。



会议在上海航运交易所总裁张页先生的开幕致辞中开始，上海海事大学校长黄有方先生、Drewry中国区经理Tina Liu女士、中民国际融资租赁股份有限公司的代表、哥伦比亚船舶管理集团总经理Andreas Hadjipetrou先生等作为代表发表了他们的真知灼见。除此之外，此次论坛主要采用分议题分组讨论的形式展开，更激发了大家提出建设性的意见，更具有互动性。数十位航运界的专家学者、总裁、航运金融人士参与其中，为中国航运业的发展提出了宝贵意见。议题包括：“中国航运业融资的可行性”、“船厂、造船及融资”、“新机遇：企业及金融重组”、“如何在全球资本市场筹集股本和债券资本”、“中国船东和项目的私募股权投资及另类融资”、“以船东的视角看中国及全球航运业”等。



Capital Link 总裁：Nicolas Bornozis





上海航运交易所张页总裁开幕致辞



上海海事大学校长，中国航海学会会长黄有方先生主旨演讲-中国航运与金融

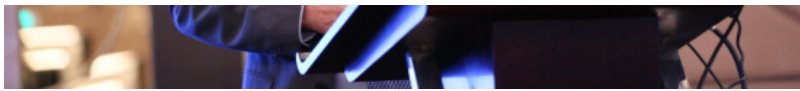
森海董事长兼总经理赵玮先生作为“以船东的视角看中国及全球航运业”版块的主持人参与了主题讨论，这个版块邀请了中海集装箱总会计师张铭文先生、中海油运总经理朱迈进先生、Courage Marine集团主席 Chih Chien Hsu先生、荷兰Erasmus Shipinvest集团总裁兼首席执行官John Su先生、上海中化船务公司总经理许俊峰、海丰国际董事局副主席兼首席执行官杨现祥先生一同参加。这几位代表分别来自央企、外资企业以及民营企业，更是其中的领头羊和佼佼者，所以其发言更具有代表性，有很强的借鉴性。在赵总的主持下大家一起探讨了中国船东在全球航运市场上所起的作用，赵总和嘉宾们睿智和充满建设性的语言让台下经常响起热烈的掌声和笑声。



森海海事服务有限公司董事长-赵玮先生



哥仑比亚船舶管理公司董事长Andreas Hadjipetrou先生



哥伦比亚船舶管理公司董事长Andreas Hadjipetrou先生

本次论坛分析了中国航运在全球航运中的重要作用，在航运业低迷的态势下怎么发展指明了方向，为中国航运业融资找到了新的机遇，探讨出了多条有实质性的建议，促进了业内人士的相互交流，参会者纷纷表示受益匪浅，不虚此行。论坛期间还举行了中国航运论坛杰出领袖颁奖礼，获奖者是：海丰国际董事局副主席兼首席执行官杨现祥先生。论坛结束后大会还特意安排了鸡尾酒会让大家有更进一步交流了解机会。



海丰国际董事局副主席兼首席执行官杨现祥先生

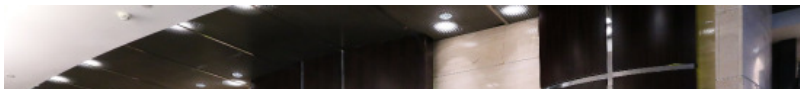
与大家分享一下论坛现场的精彩影集， 明年再见



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森海与哥伦比亚公司宣传区

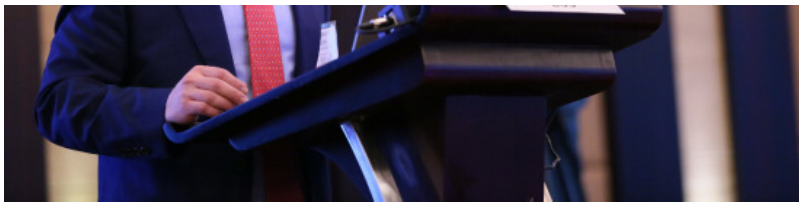


Tina Liu女士 (Drewry中国区经理)



Jan-Olaf Probst先生 (DNVGL业务发展部门总监兼执行副总裁)





George P. Los先生(美国Charles R. Weber公司油轮研究部总监)



Monika Krogulska女士 (Vessels Value公司东南亚和中国区负责人)



小组探讨议题：中国航运业融资的可行性

嘉宾：Conor Warde先生 (英国其礼律师事务所合伙人)

Mario Behe先生 (瑞士信贷集团船舶和海上钻井融资部全球总裁)

Christos Tsakonas先生 (DNB 亚洲有限公司航运、海工和物流集团银行部亚洲区总裁)

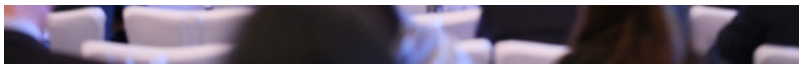
Aaron Sen先生 (德意志银行船舶金融亚太区总裁和全球船舶融资部副总裁)

Chih Keong Kwek 先生 (Nordea 海上及石油服务公司亚洲区高级副总裁)

Nils Kristian Kovadal 先生 (渣打银行香港公司中国区航运金融负责人)



小组探讨议题：船厂、造船和融资



小组探讨议题：船厂、造船和融资

嘉宾：Ji Woong Kim先生（Vedder Price 股东）

Christopher Conway 先生（花旗银行航运风险和海事物流部全球总裁）

何欣女士（中国进出口银行航运部副主任）

Hugh Williams先生（英国格雷格航运集团总裁）

David Lan先生（中国工商银行高级经理）

Zeng Ying女士（航运与运输工程承保部处长）



小组探讨议题：企业及金融重组

嘉宾：潘颖达先生（Reed Smith香港公司律师）

邓晗女士（Reed Smith 纽约公司律师）

James Tong先生（花旗银行区域航运与物流总监）

Peter Illingworth 先生（德意志银行航运部亚洲区总裁）

Christina Zheng 女士（安永会计师事务所合伙人）

Keng Mun Lee先生（德国北方银行有限公司(HSH Nordbank) 航运部亚洲区负责人）



讨论议题：中国船东和项目的私募股权投资及另类融资

嘉宾：Madeline Leong 女士（Watson Farley Williams公司合伙人）

刘华先生（中民国际融资租赁股份有限公司船舶租赁部总经理）

Sean Durkin先生（美国Northern Fund管理公司总裁）

Philip Clausius先生（Transport Capital 公司董事）





讨论议题：以船东的视角看中国及全球航运业

嘉宾：赵玮先生（森海海事服务有限公司董事长）

朱迈进先生（中海油运总经理）

张铭文先生（中海集装箱总会计师）

Chih Chien Hsu 先生（Courage Marine集团主席）

John Su先生（荷兰Erasmus Shipinvest 集团总裁兼首席执行官）

许俊峰（上海中化船务公司总经理）

杨现祥先生（海丰国际董事局副主席兼首席执行官）



主办方与协办方合影

左起：

赵玮先生（森海海事服务有限公司董事长）

Nicolas Bornozis(Capital Link总裁)

Andreas Hadjipetrou(哥伦比亚船舶管理公司董事总经理)



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发布时间:05月23日 13时 来源:航运界网王海

2016年5月10日,由Capital Link主办、哥伦比亚船舶管理有限公司和上海森海海事服务公司协办的首届中国航运论坛在上海落下帷幕。来自中外知名航运企业、银行、融资租赁公司、航运咨询机构、上海海事大学、上海航运交易所以及多家律师事务所等约250人参加了该论坛。



对于当前的航运市场,上海海事大学校长黄有方表示,全球供应链不断深化催生航运新需求,而全球供应链的运作方式也要求航运业不断创新盈利模式。此外,航运和港口联盟化给航运业提出新要求,船舶大型化给航运带来新挑战。他同时建议完善我国航运衍生品的市场监管,积极推动场内场外交易发展,吸引境外机构和资本参与我国航运衍生品市场,加强我国航运衍生品生态环境建设。



上海海事大学校长黄有方

航运咨询公司DREWRY董事Rahul Kapoor认为,中国对LNG,LPG等清洁能源进口需求日益扩大,船运活动趋于频繁。从投资角度,现在或许是投资能源运输航运公司股票的时候,此类公司将迎来稳定发展期。

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[钟晓乐](#) 看了渣浪的所谓的对话直播,只播出官员们的说话,学生的话,连(回复)

[钟晓乐](#) 拳王阿里,除了是体育人物,还是宗教人物和政治人物.在拒绝接(回复)

[第一天来](#) 冒个头😁 (回复)

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[爱船网-航运信息港\(www.aiship.cn\)](#) 加微信有惊喜哦 微信号(回复)

[钟晓乐](#) 刚看完了 How to Train Your Dragon 2,大概是一个讲一个邪(回复)

[周建芳](#) 😊 (回复)

[周建芳](#) 感觉到了一丝丝凉意!😓 (回复)

[朱胤峰](#) 我司专业日本航线十年,欢迎同行询价、合作。我司优势有很(回复)

[武嘉璐](#) 现在CIE已经没有了么?竟然消失了(回复)



Drewry董事Rahul Kapoor

在航运企业与融资机构的关系方面，上海航运交易所总裁张页认为，资本对航运业的青睐主要取决于航运企业本身是否具备良好的盈利能力。



上海航运交易所总裁张页

中民国际融资租赁股份有限公司代表则认为，低迷的市场中依然存在优秀公司，特种船市场需求空间较大。融资租赁机构要适当考虑私募股权投资等多种方式帮助航运企业发展。

论坛上，与会嘉宾就中国航运融资产品创新、中国船东和项目的私募股权投资及其他投资、市场低迷状态下优化船舶管理等议题进行了讨论和互动。



此外，凭借出色的盈利能力于企业管理水平，海丰国际董事局副主席、首席执行官杨现祥荣获该论坛颁发的“杰出领袖奖”。



Capital Link主席尼古拉斯为杨现祥颁奖

据悉，这是总部设在纽约的全球知名航运融资论坛Capital Link首次在中国举办会议。


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联系电话:021-58979102 传真:021-58979102 EMAIL:editor@ship.sh 地址:上海市浦东新区民生路600号船研大厦1503室

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NEW YORK, USA
230 Park Avenue, Suite 1536
New York, NY 10169
Tel.: +1 (212) 661 7566
Fax.: +1 (212) 661 7526

LONDON, UK
2/8 Victoria Avenue, Longcroft House
London, EC2M 4NS
Tel.: +44 (0) 203 206 1322
Fax.: +44 (0) 203 206 1321

ATHENS, GREECE
Agiou Konstantinou 40, # A5
151-24 Maroussi, Athens - Greece
Tel.: +30 (210) 6109 800
Fax.: +30 (210) 6109 801

OSLO, NORWAY
Raadhusgaten 25
P.O.Box 1904 Vika
N-0116 Oslo, Norway