



3rd Annual Capital Link International Shipping Forum China

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Shanghai, China

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...Capital Link牵手浦东 打造航运融资服务新平台 | 航运界

2018-04-21 航运界网 航运界

欢迎关注：航运界网（微信号：shipsh）

三年前，已经运作20多年的美国资本链接公司携旗下“Capital Link”国际航运论坛品牌首次进入中国，选址上海浦东。彼时，其主办方还在广泛征集比“资本链接”更合适的中文译名。而今，不管我们喜不喜欢，资本的确链接了太多东西。或许我们仔细回想一下，航运业似乎从始至终也是由资本链接着的。

回顾2017年的航运市场，国际船舶市场回升，全球新船订单量开始明显增长，中国成为国外船东的重要选择。2017年，全国造船完工量4268万载重吨，同比增长20.9%；新承接船舶订单量3373万载重吨，同比增长60.1%。中国造船三大指标在国际市场份额均位居世界第一，其中，中国造船完工量、新接订单量、手持订单量分别占到全球总量的41.9%、45.5%和44.6%。据海关总署数据显示，我国2017年的船舶进出口额为150.31亿美元，国际船舶交易活跃。国外船东的目光再次聚焦在中国市场。



2018年4月20日，第三届Capital Link国际航运论坛（中国）在浦东陆家嘴召开。本届论坛由美国资本链接公司主办、森海海事服务公司和哥伦比亚船舶管理公司协办，浦东新区商务委员会（航运办）支持。浦东新区副区长陈希出席论坛并致辞。



“今年是中国改革开放40周年，又正值浦东28岁生日，浦东将对标国际最高标准、最好水平，加强营商环境建设，以更加开放包容的理念，积极参与国际经济合作，在国内航运企业‘走出去’、外资航运企业‘引进来’过程中充分发挥桥头堡和纽带作用”，陈希表示。

美国资本链接公司总裁Nicolas Bornozis也在致辞中表示，中国一直是全球航运的火车头，上海和浦东已经成为全球航运业的主要枢纽。许多船东都意识到未来属于中国，并想进入浦东市场。这也是资本链接论坛选择落地浦东的原因。



值得一提的是，在本届论坛召开期间，浦东航运办与资本链接签订了战略合作备忘录，搭建航运金融对接、行业对话合作、全球热点话题分享的高端平台，在更高层次更广范围内展示浦东环境、传播浦东声音，提升浦东对全球高端资源的配置和共享能力，力争成为国外航运企业进入中国、国内航运企业走向国际的桥头堡。



据航运界网了解，根据战略合作备忘录，浦东将与资本链接建立长效合作机制，共同把“资本链接国际航运论坛（中国）”打造成为浦东固定论坛品牌。



论坛上，来自国内外金融银行、融资租赁公司、国外知名律师事务所、国内外知名船东等行业领先企业和机构约300人齐聚一堂，更有来自希腊、荷兰、塞浦路斯等欧洲国家的20余家船东，带着近400艘船舶资产规模，组团前来，深入探讨全球航运格局变革、国际船舶融资演变、网络安全、数字化和区块链等热点话题，就航运金融与资本市场发展进行观点分享和对话交流。



VesselsValue首席运营官Adrian Economakis通过对干散货、液化气、集装箱等主流船型的价值分析向与会者阐述了近年航运市场的变化。一年来，全球各船型价值上涨20%左右，其中灵便型干散货船的价值提升尤为明显，而海工领域则正处于“宿醉”状态。



随着国际社会对环境保护标准要求的日益严苛，如今航运公司最为关心的就是涉及船舶改装的压载水公约、2020年的“限硫令”和2050年的碳排放大幅减低等规范。尽管讨论热烈，但与会嘉宾并未给出何时给船舶安装脱硫装置为最佳的统一、明确答复。此外，嘉宾对低硫燃料的供应能否充足也表示担忧，但预计业界比较倾向于使用低硫油，以应对环保法规。中远海运重工经营中心副总经理陈岳涛表示，该公司旗下的各修、造船厂均已做好准备，随时为船东企业提供技术升级服务。

航运界网日前报道，国际海事组织定下2050年二氧化碳减少50%，并力争本世纪内实现零排放的目标。与会嘉宾表示，从现在到2050年，还有相当长的时间，不过这一目标仍然相当宏大，需要相应的技术、良好的装置来支撑和应对。目前，电池推进、太阳能在小型船、特种船上有一定的应用前景，但用做常规三大船型的主动动力应用仍然不成熟，同时投资回报也是值得关注的话题，有着很长的路要走。



就LNG作为船用燃料而言，与会嘉宾表示，LNG存在甲烷泄漏的问题，且甲烷对环境的破坏力比二氧化碳大得多，最终能得以解决需要花很长的时间、精力和资源，这是LNG作为可用燃料存在的一个重要问题。同时，目前不是所有的船厂都具备船舶改装能力，不过越来越多的船厂开始推进相关研究和项目，随着LNG-ready、LNG bunker的项目越来越多，市场对这方面的需求也越来越多。预计在未来两年，会出现更多需求。LNG网络的建设任重道远，不过如欲解决这个“先有鸡还是先有蛋”的问题，需要整个供应链参与者共同努力。



关于数字化、自动化船舶能否快速发展的问題，与会嘉宾表示，在短期内，如10-20年间，应该很难会出现，但长期来看会出现，这一趋势有必要得到业界关注。也有嘉宾不能确定数字化是否是最好的选择，但“用户友好型”的解决方案总是备受青睐的。

区块链方面，技术确实能提高效率，同时也可能催生出新的商业模式，比如船公司、港口可以建立更好的关系，增强可靠性，提升效率。在防止网络攻击事件方面，区块链也将起到积极作用。



此外，与会的中航国际租赁船舶部总经理朱佳峰等中资航运融资租赁机构对前景表示乐观；而Asia Maritime Pacific首席执行官杨新天和招商轮船董事总经理谢春林则对干散货市场持谨慎态度。



论坛上，招商轮船董事总经理谢春林还获得“中国航运论坛杰出领袖奖”。

...当资本与航运链接，碰撞出不同的火花

2018-04-21 信德海事

投稿或联系信德海事：

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由Capital Link（资本链接）主办，上海森海海事服务有限公司和哥伦比亚船舶管理公司协办，上海浦东新区商务委（航运办）和上海自贸区管委会给予大力支持的第三届资本链接国

际航运论坛（中国）4月20日在上海凯宾斯基大酒店召开。在前两届成功举办并在航运圈、金融圈影响不断扩大的基础上，本次论坛得到了航运界的充分认可，吸引了来自国内外金融银行、融资租赁公司、国内外知名律师事务所、国内外知名船东等行业领先企业和机构的管理者约300人齐聚一堂，深入探讨全球航运格局变革、国际船舶融资演变、网络安全、数字化和区块链等热点话题，就航运金融与资本市场发展进行精彩的观点分享和对话交流。







作为协办方的森海海事服务有限公司董事总经理兼论坛联合主席赵玮先生首先上台致欢迎词，同为协办方的哥伦比亚船舶管理公司董事总经理兼论坛联合主席Andreas Hadjipetrou与Capital Link 总裁Nicolas Bornozis 先生也分别上台致辞，浦东新区副区长陈希先生进行开幕致辞，工银金融租赁有限公司党委委员王振勇先生发表主题致辞，第三届资本链接国际航运论坛（上海）正式开始。









本次论坛仍延续前两届非常成功的嘉宾分组讨论的形式，来自20家国际航运企业，6家国际银行，6家国际顶尖融资租赁公司&船东及国际航运知名专家共同组成了豪华的论坛嘉宾阵容，分别探讨了国内外船东、融资租赁公司和顶尖航运参与者如何从全球金融融资、资本市场、私人股本和替代融资的最新趋势中获益。船东、航运届领导者、投资者将通过本届论坛共同探讨合资合作的机会和如何优化技术和商业船舶管理，同时论坛还会研究网络安全和数字化的重要性，2020年的新规定和趋势将如何影响航运等热门话题。



本次论坛还举行了中国航运论坛杰出领袖奖颁奖礼，招商轮船董事总经理谢春林船长获得了此项殊荣。



森海董事长兼总经理赵玮先生在“纵观全局-中国船东的视角”板块作为主持人，与Asia

Maritime Pacific首席执行官Mark Young先生、招商轮船董事总经理谢春林船长、上海鼎衡船务集团董事长李多珠先生、Erasmus集团总裁John Su先生、中远海运散货运输有限公司副总经理陈延先生共同就航运市场前景、能源和商品流动，民营企业融资，中美贸易摩擦对航运业的影响等话题进行深入探讨，这几位中国船东航运大咖分别来自国企、民营企业、港资船东、在国外的中国船东，非常具有代表性。他们的意见对整个中国船东及整个航运业都具有启发意义。







2017年以来，航运市场从低迷中逐步复苏，船东整合及其船队运力增长正呈现20年来最快的增速，融资租赁已经成为船舶融资的“生力军”，具有融资与融物双重属性的融资租赁，将金融资本与实业进行有效对接，对船舶工业、航运业的转型发展发挥独特作用。所以资本链接会议的召开意义非凡，通过这一天的充实会议安排，船东与融资租赁公司建立了沟通的桥梁，形成了有意向的合作项目。





当最后一个议题结束，所有嘉宾给予了热烈的掌声，主办方贴心的安排了鸡尾酒会，各位参会嘉宾热烈的攀谈起来，继续交流着自己最感兴趣的航运与资本话题。至此，第三届资本链接航运论坛（中国）圆满结束。

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...Η Capital Link υπογράφει Μνημόνιο Στρατηγικής Συνεργασίας με την Κυβέρνηση του Pudong

ΕΚΔΗΛΩΣΕΙΣ (/NAFTILIA/EKDILOSEIS.HTML)

POSTED ON ΠΕΜΠΤΗ, 03 ΜΑΪΟΥ 2018 07:53



Τη Παρασκευή, 20 Απριλίου, 2018 η Capital Link πραγματοποίησε το 3rd Annual Capital Link International Shipping Forum – China, στο Ξενοδοχείο Grand Kempinski, στη Σανγκάη, Κίνα.

Το Συνέδριο διοργανώθηκε με μεγάλη επιτυχία συγκεντρώνοντας 400+

συμμετέχοντες, σε συνεργασία με την Columbia Shipmanagement, την Singhai Marine Services και την ICBC Leasing, και με την υποστήριξη της Νέας Εμπορικής Τοπικής Επιτροπής (Γραφείο Διεθνών Ναυτιλιακών Υπηρεσιών) της Shanghai Pudong.

Μία μέρα πριν το 3rd Annual Capital Link International Shipping Forum – China, η Capital Link υπέγραψε Μνημόνιο Συνεργασίας με την Κυβέρνηση του Pudong (Shanghai Pudong New Area Commission of Commerce – International Shipping Service Office).

Ο κ. Nicolas Bornozis, Πρόεδρος της Capital Link, δήλωσε:

«Έχοντας βαθειά συναίσθηση της τιμής που μας έγινε και όντας πολύ ενθουσιασμένοι, θα θέλαμε να δημοσιοποιήσουμε ότι την Πέμπτη, 19, Απριλίου, 2018, μια ημέρα πριν δηλαδή από το “3rd Annual Capital Link International Shipping Forum – China”, υπογράψαμε Μνημόνιο Στρατηγικής Συνεργασίας μεταξύ της Capital Link και της Κυβέρνησης του Pudong (Shanghai Pudong New Area Commission of Commerce – International Shipping Service Office).

Η Κίνα υπήρξε ανέκαθεν η κινητήριος δύναμη για την παγκόσμια ναυτιλία. Η Σαγκάη και το Pudong είναι ήδη σημαντικοί κόμβοι της παγκόσμιας ναυτιλίας. Αναγνωρίζοντας το γεγονός ότι το μέλλον ανήκει στην Κίνα, πολλοί εφοπλιστές εγκαθιστούν ένα παράρτημα στο Pudong.

Τα τελευταία τρία χρόνια, η Capital Link διοργανώνει ένα σημαντικό Διεθνές Συνέδριο στο Pudong της Σαγκάης, σε συνεργασία με την Singhai Marine Services και την Columbia Shipmanagement. Αυτό το Συνέδριο προσελκύει στο Pudong σημαντικούς εφοπλιστές από την παγκόσμια ναυτιλία, χρηματοδότες και άλλους παράγοντες της ναυτιλίας που έρχονται να ανταλλάξουν απόψεις με τους Κινέζους ηγέτες σχετικά με κρίσιμα ζητήματα της ναυτιλίας.

Η Capital Link είναι γνωστή για τις άμεσες διασυνδέσεις της με εφοπλιστές, επενδυτές, χρηματοδότες και σημαντικούς παράγοντες των παγκόσμιων κέντρων λήψης αποφάσεων και θα αξιοποιήσουμε την παγκόσμια πλατφόρμα μάρκετινγκ που διαθέτουμε για να προσελκύσουμε περισσότερες διεθνείς επιχειρήσεις στο Pudong της Σαγκάης. Στα πλαίσια αυτής της Στρατηγικής Συνεργασίας, θα συνεχίσουμε επίσης να διεξάγουμε το Ετήσιο Διεθνές Συνέδριό μας στο Pudong, το οποίο σχεδιάζουμε να επεκτείνουμε περαιτέρω με την υποστήριξη της κυβέρνησης του Pudong.

Αισθανόμαστε μεγάλη τιμή για την εμπιστοσύνη που δείχνει η κυβέρνηση του Pudong στη σύναψη αυτής της συμφωνίας στρατηγικής συνεργασίας με την Capital Link.

Θα ήθελα να εκφράσω τις θερμές μου ευχαριστίες και να αναγνωρίσω τον ρόλο και τη συμβολή του συνεργάτη μας, κ. Terence Zhao, Προέδρου της Singhai Marine Services, για τη σύναψη αυτής της συμφωνίας.”

Την υπογραφή της Συνεργασίας σφράγισε την επομένη το 3rd Annual Capital Link International Shipping Forum – China, στο οποίο συμμετείχαν υψηλόβαθμα στελέχη από:

- 27+ Διεθνείς και Κινέζικες πλοιοκτήτριες εταιρείες και ναυπηγεία,
- Τις 5 μεγαλύτερες Κινέζικες εταιρείες χρηματοδοτικής μίσθωσης,
- Τις 6 μεγαλύτερες παγκόσμιες ναυτιλιακές τράπεζες,
- Τους μεγαλύτερους εκπροσώπους εναλλακτικών πηγών χρηματοδότησης & τις μεγαλύτερες εταιρείες ιδιωτικών μετοχικών κεφαλαίων,
- Κορυφαίες Δικηγορικές Εταιρείες, Νηογνώμονες, Ασφαλιστικούς Οργανισμούς, Εταιρείες Συμβούλων Επιχειρήσεων & άλλους παράγοντες της ναυτιλίας

Το Συνέδριο σημείωσε μεγάλη επιτυχία συγκεντρώνοντας 400+ συμμετέχοντες.

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[Focus Concern] Aiming at Foreign-funded Shipping Companies "Introducing" "Capital Link Forum" Settled in Pudong

[Shanghai Shipping](#) 2018-04-20

Source: Pudong New Area

On April 20th, on the occasion of the 28th anniversary of the development and opening of Pudong, more than 20 ship owners from Greece, the Netherlands, Cyprus and other European countries came to Pudong Lujiazui to participate in the third capital with nearly 400 shipping assets. Linking to the International Shipping Forum (China), connecting with local shipping finance companies in Pudong to carry out capital projects and seeking investment development and cooperation opportunities in Shanghai Free Trade Zone.

For a long time, Pudong continued to increase the level of trade and investment facilitation, increased the opening up of the service industry, and promoted the opening up of innovation in the financial sector to form a soft development environment that is in line with the international rules. In particular, in terms of financial leasing, the Bank actively improved the supporting policies and institutional environment for the development of the financial leasing industry, started with the leasing of ships and aircrafts, and accelerated the construction of a financial leasing asset trading platform in the Pilot Free Trade Zone, and promoted the establishment of controllable risks. Healthy development of shipping factor market.

"Pudong will benchmark the highest international standards and best standards, strengthen the business environment, and adopt a more open and inclusive concept, and actively participate in international economic cooperation. In the process of "going global" for domestic shipping companies and the introduction of foreign shipping companies, We will give full play to the role of bridgehead and bonds," said Chen Xi, deputy head of Pudong New Area.

At present, Shanghai is making every effort to build the four brands of "Shanghai Service, Shanghai Shopping, Shanghai Manufacturing, and Shanghai Culture". Pudong is the core bearing area, focusing on promoting a number of actions to enhance the core functions of shipping, and striving to build the "Pudong Brand" of the international shipping forum. To introduce or cultivate a group of shipping forum activities with industry influence, industry driving force, and regional radiation power, highlighting the advantages of the free trade zone and the attractiveness, innovation and competitiveness of Pudong.

Capitallink president Nicolas Bornozis said: China has always been the locomotive of global shipping, and Shanghai and Pudong have become the major hubs of the global shipping industry. Many ship owners are aware that the future belongs to China and wants to enter the Pudong market. This is why the Capital Link Forum chose Pudong.

According to the memorandum of strategic cooperation, Pudong will establish a long-term cooperation mechanism with capitallink. The capital link forum brand will be held annually in Pudong to serve as a service platform for international shipping capital docking. It will strive to become a foreign shipping company to enter China and domestic shipping companies to go international. Bridgehead.

Three years ago, U.S. Capital Link, which has been operating for more than 20 years, entered China for the first time with its "Capital Link" international shipping forum brand and was selected to be located in Pudong, Shanghai. At that time, its organizers were still collecting more suitable Chinese translations than "capital links." Now, whether we like it or not, capital does link too much. Perhaps we recall carefully that the shipping industry seems to be linked by capital from beginning to end .

Looking back at the shipping market in 2017, the international shipbuilding market picked up and the global new ship order volume began to increase significantly. China has become an important choice for foreign shipowners. In 2017, the country's shipbuilding capacity reached 42.68 million dwt, which was a year-on-year increase of 20.9%; and the new ship orders received 33.73 million dwt, a year-on-year increase of 60.1%. China's three major indicators of shipbuilding are ranked first in the world in terms of international market share. Among them, Chinese shipbuilding completions, new orders received, and hand-held orders account for 41.9%, 45.5%, and 44.6% of the global total, respectively. According to data from the General Administration of Customs, China's ship imports and exports in 2017 amounted to US\$ 15.033 billion, and international ship transactions were active. The sight of foreign ship owners once again focused on the Chinese market.

On April 20, 2018, the 3rd Capital Link International Shipping Forum (China) was held in Lujiazui, Pudong. This forum is sponsored by U.S. Capital Link Co., Ltd., co-organized by Senhai Maritime Service Company and Columbia Ship Management Co., Ltd., and supported by Pudong New Area Business Council (Shipping Office). Chen Xi, deputy head of Pudong New Area, attended the forum and delivered a speech.

"This year marks the 40th anniversary of China's reform and opening up. It is also the Pudong's 28th birthday. Pudong will benchmark the highest international standards and best standards, strengthen the business environment, and be more open and inclusive, and actively participate in international economic cooperation. The shipping companies 'going out' and the foreign shipping companies 'introducing them' will give full play to the role of bridgeheads and bonds," said Chen Xi.

Nicolas Bornozis, president of U.S. Capital Link, also said in his speech that China has always been the locomotive of global shipping and that Shanghai and Pudong have become major hubs of the global shipping industry. Many ship owners are aware that the future belongs to China and wants to enter the Pudong market. This is why the Capital Link Forum chose Pudong.

It is worth mentioning that during this forum, the Pudong Shipping Office and the Capital Link signed a memorandum of strategic cooperation to build a high-end platform for docking of shipping finance, industry dialogue and cooperation, and global hot topic sharing. To demonstrate Pudong's environment and spread Pudong's voice, to enhance Pudong's ability to allocate and share high-end global resources, and strive to become a bridgehead for foreign shipping companies to enter China and domestic shipping companies to reach the international level.

According to the shipping network, according to the memorandum of strategic cooperation, Pudong will establish a long-term cooperation mechanism with the Capital Link and jointly build the Capital Link International Shipping Forum (China) into a fixed forum brand in Pudong.

At the forum, about 300 people from domestic and international financial banks, financial leasing companies, well-known foreign law firms, well-known shipowners from home and abroad and other industry-leading companies and institutions came together, and more from Greece, the Netherlands, Cyprus and other European countries. Yu Jia Shipowner, with a scale of nearly 400

shipping assets, came to discuss in depth topics such as changes in the global shipping landscape, the evolution of international ship financing, cyber security, digitalization, and blockchain, as well as the development of shipping finance and capital markets. Sharing ideas and dialogues.

Adrian Economakis, chief operating officer of VesselsValue, explained the changes in the shipping market in recent years to the participants through the analysis of the value of mainstream ships such as dry bulk, liquefied gas, and containers. Over the past year, the value of all types of ships around the world has risen by about 20%, of which the value of handy-type dry bulk carriers has increased significantly, while the offshore industry is in a “hangover” state.

With the increasingly stringent requirements of the international community for environmental protection standards, shipping companies are now most concerned with ballast water conventions involving ship conversion, [the “Sulfur Limiting Order” of 2020](#), and the significant reduction in carbon emissions in 2050. Despite the enthusiastic discussion, the guests did not give the best unified and clear answer for when to install desulphurization equipment on the ship. In addition, the guests expressed concern about the adequacy of the supply of low-sulfur fuel, but it is expected that the industry will prefer to use low-sulphur oil to meet environmental regulations. Chen Yuetao, deputy general manager of COSCO Maritime Heavy Industry Operation Center, said that the company's various repairs and shipyards are all ready to provide technology upgrade services for shipowners at any time.

The shipping industry network reported recently that the [International Maritime Organization has set a 50% reduction in CO2 emissions by 2050 and strives to achieve zero emissions in the current century](#). Guests present at the meeting stated that there are still quite a long time between now and 2050. However, this goal is still quite ambitious and requires corresponding technologies and good devices to support and respond to it. At present, battery propulsion and solar energy have certain application prospects on small vessels and special vessels. However, the main power application used as the conventional three major vessels is still immature, and the return on investment is also a topic worthy of attention. It has a long way to go.

Regarding LNG as a marine fuel, the participating guests stated that there is a problem of methane leakage in LNG, and that methane is much more damaging to the environment than carbon dioxide, and it will take a long time, energy, and resources to eventually be solved. This is LNG. There is an important issue as a usable fuel. At the same time, not all shipyards currently have the capacity for ship conversion, but more and more shipyards have started to promote relevant research and projects. With the increasing number of LNG-ready and LNG bunker projects, the demand for this is also increasing. The more you come. It is expected that more demand will emerge in the next two years. The construction of LNG networks is a long way to go, but if you want to solve this “first chicken or egg first” problem, you need the entire supply chain participants to work together.

Regarding the question of whether digitalized and automated ships can develop rapidly, guests present at the meeting stated that in the short term, such as 10-20 years, it should be difficult to appear, but in the long term it will appear. This trend needs to be paid attention by the industry. There are also guests who cannot determine whether digitization is the best option, but “user-friendly” solutions are always favored.

In terms of blockchain, technology can indeed improve efficiency, and at the same time, it can also create new business models. For example, shipping companies and ports can establish better relationships, enhance reliability, and increase efficiency. Blockchains will also play an active role in preventing cyberattacks.

In addition, Zhu Jiafeng, general manager of AVIC International Leasing's shipping department, and other Chinese-funded shipping leasing institutions expressed optimism about the outlook;

Yang Xintian, CEO of Asia Maritime Pacific, and Xie Chunlin, managing director of China Merchants Shipping, were cautious about the dry bulk market.

At the forum, Xie Chunlin, the managing director of China Merchants Shipping, also won the "Outstanding Leader Award of China Shipping Forum."

Create a shipping finance forum "Pudong Brand"

Enhance Pudong's Global High-end Resource Configuration

(Reporter Yang Zhenying) As the core functional area for Shanghai to build an international shipping center and financial center, Pudong has always been committed to creating a business environment that is in line with international standards. The "3rd Capital Link International Shipping Forum" was held in Pudong recently. About 300 people from domestic and foreign banks, financial leasing companies, well-known foreign law firms, and industry-leading owners of domestic and foreign ship owners and institutions gathered together. In this conference, we discussed hot topics such as changes in the global shipping landscape, the evolution of international ship financing, cyber security, digitalization, and blockchain, and shared and communicated on the development of shipping finance and capital markets.

The reporter learned that the "Link to Capital International Shipping Forum" is a docking platform for professionally providing capital projects for shipowners and financial institutions. It has a certain influence and popularity in the domestic and international shipping markets. This forum was hosted by Capital Link, an internationally renowned financial consulting company. Shanghai Columbia Ship Management Co., Ltd. and Shanghai Senhai Maritime Service Co., Ltd. were organized by the Pudong New Area Business Council.

In the current economic competition, brand advantages reflect the city's attractiveness, innovation and competitiveness. Pudong is making every effort to promote the construction of the core bearing areas of the "four major brands" in Shanghai. As an important part of the "Shanghai Service" brand, the shipping center aims at the highest standards and best standards in the world, and serves as a model leading role in the international and domestic use of reform and opening up.

Pudong has always been committed to creating a business environment that is legal, international, and facilitative, accelerating the development of public platforms such as shipping policy advice, talent exchange, and legal services in the FTA, and effectively strengthening international exchanges and cooperation in domestic shipping companies. In the process of "going out" and the "importing" of foreign-funded shipping companies, bridgeheads and ties are fully utilized.

Prior to the forum, the Pudong New Area Shipping Office and Capital Link also signed a memorandum of strategic cooperation to use Pudong as a fixed venue for the "Link to Capital International Shipping Forum (China)" to build business leaders, experts and scholars as well as shipping practitioners in the Chinese and foreign shipping circles. The high-end exchange platform for the docking of shipping finance, industry dialogue and cooperation, and sharing of global hot topics will demonstrate Pudong's environment and spread Pudong's voice at a higher level and wider scope.

Nicolas Bornozis, president of Capital Link, stated that China has always been the locomotive of global shipping and that Shanghai and Pudong have become the major hubs of the global shipping industry. Many ship owners are aware that the future belongs to China and wants to enter the Pudong market. This is why the Capital Link Forum chose Pudong. "The signing of this forum and the memorandum will promote our better and closer cooperation with the Pudong New Area. We will be better able to promote this business in foreign countries."

The latest data shows that domestic and foreign shipping companies and functional agencies have accelerated their concentration in Pudong, and the number has reached more than 8,000, involving various aspects of the shipping industry chain, ecological chain and value chain, including COSCO Group headquarters, Maersk Shipping Consulting, and Fly Logistics, the Baltic Sea Shipping Association Shanghai Center, the International Maritime Organization Asia Maritime Technology Cooperation Center, the Asian Classification Society, and the Beijing P&I Association are among the leaders and benchmarking companies and organizations.

According to the plan, Pudong will expedite the attraction of a group of international shipping and financial enterprises to pay attention to Pudong and Pudong, which will lead to the formation of a gathering highland for shipping industry chain, value chain and innovation chain, and strive to build Pudong into a foreign shipping company and enter China and domestic shipping companies. The bridgehead to the international level participates in the distribution of global value at a higher level.

The 3rd Capital Link International Shipping Forum was Held

This a video on the news

<https://web.shobserver.com/wx/detail.do?id=86887>

More than 20 European ship owners organized a delegation to Pudong to “find money”. The financial leasing has become a business card in Shanghai.

Frontier Wind 2018-04-21 17:45

Source: News on the concept of: Wangzhi Yan

Financing leasing has become a “new force” for ship financing. It has a financial leasing with dual attributes of financing and financing. It effectively links financial capital with industry and plays a unique role in the transformation and development of shipbuilding industry and shipping industry. The reporter learned that during this visit to Pudong, the goal of the European shipowner’s delegation was aimed at domestic banks and financial leasing companies and hoped to achieve substantive cooperation projects.

On these days, more than 20 ship owners from Greece, the Netherlands, Cyprus and other European countries, with nearly 400 shipping assets, came to Pudong Lujiazui to participate in the 3rd Capital Link International Shipping Forum (China) and local Pudong Shipping finance companies carry out docking of capital projects and seek opportunities for investment development and cooperation in Shanghai Free Trade Zone.

Europe is the birthplace of the world's major seafaring, and it is also one of the highly concentrated areas of global ocean transportation today. For example, Greece is the world's largest ship owner. At present, the number of registered shipping companies is 597. The total fleet size is 387.3 million DWT. The value of owning ships exceeds 100 billion US dollars and accounts for 19% of the total value of global ships. The Greek historian Herodotus once summarized the inheritance of the Greek shipping industry as "When we have ships sailing on the sea, we will always have hometowns."

Since ancient times, China and Greece have had close trade exchanges. Now under the "One Belt and One Road" initiative, the two sides have further strengthened their interaction and understanding. China continues to increase investment in the Greek port industry. The COSCO Group, headquartered in Pudong, acquired a 67% stake in Piraeus Port, Athens, Greece in 2016, laying the foundation for building a major trade route that spans Central Europe, Asia and Europe.

Since 2017, the world shipping market has gradually recovered from the downturn. The integration of shipowners and the growth of fleet capacity are showing the fastest growth in 20 years. The biggest problem faced by foreign shipowners is ship financing.

This time, the eyes of the owners of Greece and Europe once again invested in Pudong, Shanghai. Pudong has always been at the forefront of China's development and opening up, carrying major national strategies such as the Shanghai Pilot Free Trade Zone, international shipping center, and core functional areas of the financial center. It is committed to creating a legal, international, and facilitative business environment. We will continue to increase the level of trade and investment facilitation, increase the opening up of the service sector, and promote the openness and innovation in the financial sector to form a soft development environment that is in line with international rules. In terms of financial leasing, in particular, it continued to improve the supporting policies and institutional environment for the development of the financial leasing industry, taking the leasing of vessels and aircrafts as the starting point and focus, accelerating the construction of the financial leasing asset trading platform in the Pilot Free Trade Zone, and promoting the establishment of controllable risks. Healthy development of shipping factor market.

Financing leasing has become a "new force" for ship financing. It has a financial leasing with dual attributes of financing and financing. It effectively links financial capital with industry and plays a unique role in the transformation and development of shipbuilding industry and shipping industry. The reporter learned that during this visit to Pudong, the goal of the European shipowner's delegation was aimed at domestic banks and financial leasing companies and hoped to achieve substantive cooperation projects.

"Pudong will benchmark the highest international standards and best standards, strengthen the business environment, and be more open and inclusive, and actively participate in international economic cooperation, in the process of 'going global' for domestic shipping companies and 'bringing in' foreign shipping companies. We will give full play to the role of bridgehead and bonds," said Chen Xi, deputy head of Pudong New Area. At present, Shanghai is making every effort to build the four brands of "Shanghai Service, Shanghai Shopping, Shanghai Manufacturing, and Shanghai Culture". Pudong is the core bearing area, focusing on promoting a number of actions to enhance the core functions of shipping, and creating the "Pudong Brand" of the International Shipping Forum. Introduce or cultivate a group of shipping forum activities with industry influence, indu

stry driving force, and regional radiation power, highlighting the advantages of the free trade zone and the attractiveness, innovation and competitiveness of Pudong.

At this forum, Pudong Shipping Office will sign a strategic cooperation memorandum with the forum organizer Capital Link. Capital Link is an internationally renowned financial consulting company. The Capital Link International Shipping Forum sponsored has operated for over 20 years and has formed a strong professional branding effect worldwide. Held every year in New York, London, Athens, Oslo, Singapore and other cities, they can attract nearly 1,000 participants in the industry.

Nicolas Bornozis, president of Capital Link, stated that China has always been the locomotive of global shipping and that Shanghai and Pudong have become major hubs of the global shipping industry. Many ship owners are aware that the future belongs to China and wants to enter the Pudong market. This is why the Capital Link Forum chose Pudong. According to the memorandum of strategic cooperation, Pudong will establish a long-term cooperation mechanism with the capital link. The capital link forum brand will be held annually in Pudong, creating a service platform for international shipping capital docking, and striving to become a foreign shipping company to enter China and domestic shipping companies to go international The bridgehead.

White Paper: Shanghai's Pudong Enterprises Are at a Highly Active Level, and Private Enterprises Are Strongest

How is Shanghai Pudong's business environment? Shanghai Free Trade Zone has been developing for nearly 5 years. How active is the company?

On the morning of April 20th, the Pudong Market Supervision Bureau and the Shanghai Academy of Social Sciences released a White Paper on the Development of the Market Principals in the Pudong New Area in 2017. It shows that the growth rate of the number of enterprises has slowed down, but the internal structure is tending to be optimized, and at the same time, the degree of corporate activity is relatively low. In the past year, the private enterprises had the strongest vitality.

Slowdown in business growth

On April 20th, more than 20 ship owners from Greece, the Netherlands, Cyprus and other European countries took the assets of nearly 400 ships and went to Pudong Lujiazui to participate in the 3rd Capital Link International Shipping Forum (China) and Pudong. Shipping finance companies carry out docking of capital projects and seek opportunities for investment development and cooperation in Shanghai Free Trade Zone.

Such "clumps" are not uncommon. Statistics show that as of the end of 2017, Pudong New Area had a total of 390,783 households in various market sectors, an increase of 6.09% year-on-year; in 2017, a total of 47,846 new market players were established in the region, which showed a year-on-year slowdown, but improved quality and efficiency. Features.

Among them, the most obvious one is that in 2017, the newly established secondary industry in Pudong New Area increased by 11.15% year-on-year, and the level of manufacturing enterprises was continuously upgraded. In 2017, 23 new manufacturing enterprises were established in Pudong New Area, including 6 new railway, shipbuilding, aerospace and other transportation equipment manufacturing industries. Registered capital increased by 904.67% year-on-year. Mitsui China Shipbuilding (China) Investment Co., Ltd., Sino-Russian International Business The landing of Aircraft Co., Ltd. and Shanghai Intelligent Manufacturing Function Platform Co., Ltd. has helped to promote the construction of international shipping centers, the development of commercial aircraft manufacturing, and the upgrading of Pudong's "manufacture" to "intelligence".

At the same time, Pudong New Area still serves as a bridgehead for the introduction of foreign capital. In 2017, 2093 foreign-funded enterprises were newly established in Pudong New Area, involving a registered capital of US\$9.305 billion, which accounted for 40.86% and 50.36% of the total newly established buildings in Shanghai.

In Pudong in 2017, the number of enterprises in the new materials and new energy industries increased most significantly. The number of newly established enterprises increased by 174.67% and 173.91% year-on-year; the number of new-generation companies in the new generation information technology industry, bio-industry, and high-end equipment manufacturing industries increased. The rates are over 45%. At the same time, the newly registered capital of high-end equipment manufacturing enterprises, new materials, and new energy automobile companies in Pudong New Area in 2017 was 7.28 times, 4.26 times, and 6.83 times of that in 2016, respectively.

The strongest vitality of private enterprises

The white paper released this time further optimized the setting of the active status indicators, with new establishments, exits, annual reports, employment numbers, business turnover, tax payment, and duration as the main targets for Pudong New Area and Shanghai Free Trade Zone enterprises. The degree of activity is systematically evaluated.

The analysis showed that the overall active status of Pudong New Area in 2017 was 73.23 points, which was 2 points higher than last year and was in a highly active level, indicating that the business environment in Pudong New Area has been continuously optimized and the enterprise's vitality has continued to increase.

From the corporate perspective, the private sector in Pudong New Area has the strongest vitality, with an active score of 86.62, which is in an extremely active range.

In terms of industry categories, the manufacturing, wholesale and retail industries, leasing and business services industries are extremely active. In particular, manufacturing industry has the highest level of activity despite the small number of newly established enterprises.

Judging from the regional situation, the enterprises in the Pilot Free Trade Zone are highly active. The enterprises in the Lujiazui Area and the Bonded Area Area are extremely active. The scores reach 90.69 and 84.46 respectively. Jinqiao and Zhangjiang Districts are also highly active. While focusing on analyzing the highlights of the development of Pudong New Area and Shanghai Free Trade Zone, the White Paper also shows some of the concerns of the development of the Pudong market, such as the slowdown in new business growth and the level of activity of some industries and regional companies. Not high.

Responsibility Editor: Xu Xiaoyang

Create a shipping finance forum "Pudong Brand"

Enhance Pudong's Global High-end Resource Configuration

(Reporter Yang Zhenying) As the core functional area for Shanghai to build an international shipping center and financial center, Pudong has always been committed to creating a business environment that is in line with international standards. The "3rd Capital Link International Shipping Forum" was held in Pudong recently. About 300 people from domestic and foreign banks, financial leasing companies, well-known foreign law firms, and industry-leading owners of domestic and foreign ship owners and institutions gathered together. In this conference, we discussed hot topics such as changes in the global shipping landscape, the evolution of international ship financing, cyber security, digitalization, and blockchain, and shared and communicated on the development of shipping finance and capital markets.

The reporter learned that the "Link to Capital International Shipping Forum" is a docking platform for professionally providing capital projects for shipowners and financial institutions. It has a certain influence and popularity in the domestic and international shipping markets. This forum was hosted by Capital Link, an internationally renowned financial consulting company. Shanghai Columbia Ship Management Co., Ltd. and Shanghai Senhai Maritime Service Co., Ltd. were organized by the Pudong New Area Business Council.

In the current economic competition, brand advantages reflect the city's attractiveness, innovation and competitiveness. Pudong is making every effort to promote the construction of the core bearing areas of the "four major brands" in Shanghai. As an important part of the "Shanghai Service" brand, the shipping center aims at the highest standards and best standards in the world, and serves as a model leading role in the international and domestic use of reform and opening up.

Pudong has always been committed to creating a business environment that is legal, international, and facilitative, accelerating the development of public platforms such as shipping policy advice, talent exchange, and legal services in the FTA, and effectively strengthening international exchanges and cooperation in domestic shipping companies. In the process of "going out" and the "importing" of foreign-funded shipping companies, bridgeheads and ties are fully utilized.

Prior to the forum, the Pudong New Area Shipping Office and Capital Link also signed a memorandum of strategic cooperation to use Pudong as a fixed venue for the "Link to Capital International Shipping Forum (China)" to build business leaders, experts and scholars as well as shipping practitioners in the Chinese and foreign shipping circles. The high-end exchange platform for the docking of shipping finance, industry dialogue and cooperation, and sharing of global hot topics will demonstrate Pudong's environment and spread Pudong's voice at a higher level and wider scope.

Nicolas Bornozis, president of Capital Link, stated that China has always been the locomotive of global shipping and that Shanghai and Pudong have become the major hubs of the global shipping industry. Many ship owners are aware that the future belongs to China and wants to enter the Pudong market. This is why the Capital Link Forum chose Pudong. "The signing of this forum and the memorandum will promote our better and closer cooperation with the Pudong New Area. We will be better able to promote this business in foreign countries."

The latest data shows that domestic and foreign shipping companies and functional agencies have accelerated their concentration in Pudong, and the number has reached more than 8,000, involving various aspects of the shipping industry chain, ecological chain and value chain, including COSCO Group headquarters, Maersk Shipping Consulting, and Fly Logistics, the Baltic Sea Shipping Association Shanghai Center, the International Maritime Organization Asia Maritime Technology Cooperation Center, the Asian Classification Society, and the Beiyong P&I Association are among the leaders and benchmarking companies and organizations.

According to the plan, Pudong will expedite the attraction of a group of international shipping and financial enterprises to pay attention to Pudong and Pudong, which will lead to the formation of a gathering highland for shipping industry chain, value chain and innovation chain, and strive to build Pudong into a foreign shipping company and enter China and domestic shipping companies. The bridgehead to the international level participates in the distribution of global value at a higher level.

Free Friendship Circle | European Shipowners Shanghai Gather Together to Explore New Cooperation in Shipping Finance

[East Wing 2018-05-04](#)

Author Pei Pei

Since 2017, the world shipping market has gradually recovered from the downturn. The integration of shipowners and the growth of fleet capacity are showing the fastest growth in 20 years. The biggest problem faced by foreign shipowners is ship financing.

Recently, more than 20 ship owners from Greece, the Netherlands, Cyprus and other European countries came to Pudong. What is the matter? Let's take a look together.

It turns out that in terms of financial leasing, Pudong constantly improves its supporting policies and institutional environment, taking the leasing of vessels and aircrafts as its starting point and focus, and accelerating the construction of a financial leasing asset trading platform in the Pilot Free Trade Zone. Powerful development can naturally attract Foreign entrepreneurs.

More than 20 ship owners took part in the Lujiazui 3rd Capital Link International Shipping Forum. They wanted to carry out capital projects with local shipping finance companies in Pudong, Shanghai and seek opportunities for investment development and cooperation in Shanghai Free Trade Zone.

Capital Links Shipping Finance Financing Company CEO Bonoz

Pudong has a very good environment. Whether it is the policy or the environment, after signing the investment memorandum with Pudong, it will continue to promote foreign shipping companies to invest in Pudong.

The topic of the first China International Import Expo was getting hotter and hotter recently. Last week, our program introduced the "6+365 One-Stop Trade Service Platform" of the Expo. At the end of June this year, the expo will be fully completed.

At present, 61 countries have confirmed their participation in the Expo. Among the more than 1,700 contracted and contracted companies, there are 103 Fortune 500 companies and leading companies in the industry, including Microsoft, Volkswagen, Tesla, Unilever and other famous brands.

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