

Tuesday, October 9

周二, 十月九日

▶ 2:00 — 7:00 PM

Registration 注册

Location: Hotel Lobby

地点：酒店大堂

Sponsored By: Port of Prince Rupert

赞助商：鲁珀特王子港

▶ 3:00 — 5:00 PM

Shipper Roundtable 货主圆桌会议

Location: Madrid 2

地点：马德里二号厅

A special, off-the-record discussion and preview of the issues dominating today's containerized ocean shipping industry. 就当今集装箱航运业一些主导问题而进行的一个特别的，非正式性的讨论会。

By reservation only. You must be a BCO/Shipper (you must own the goods that are being shipped) in order to take part in this shipper roundtable. If you would like to reserve, visit the registration desk.

与会者需提前预定且必须是货主——您必须拥有装运的货物。如果您是货主且想参加此圆桌会议，请前往注册台进行注册。

Sponsored By 赞助商：INTTRA

Roundtable Leaders 圆桌会议主讲人

Turloch Mooney, Senior Editor, Global Ports, JOC, Maritime & Trade, IHS Markit

Turloch Mooney, 全球港口高级编辑, JOC, 海事与贸易, IHS Markit

Philip Damas, Head, Director Supply Chain Advisors Practice, Drewry

Philip Damas, 董事, 供应链顾问总监, 德鲁里

▶ 5:00 — 6:30 PM

Welcome Reception 欢迎酒会

Location: Pipette's Intercontinental Shenzhen

地点：Pipette 法国餐厅, 深圳华侨城洲际大酒店

Sponsored By 赞助商：Enterprise Florida and Florida Ports Council

Wednesday, October 10

周三, 十月十日

▶ 7:00 AM — 6:00 PM

Registration 注册

Location: Hotel Lobby

地点：酒店大堂

Sponsored By: Port of Prince Rupert

赞助商：鲁珀特王子港

▶ 7:30 — 8:30 AM

Welcome Coffee and Tea 迎宾茶会

Location: Espana Ballroom Foyer

地点：西班牙宴会厅前厅

▶ 8:30 — 9:00 AM

Welcome Remarks 欢迎致辞

Location: Espana Ballroom I

地点：西班牙宴会厅 1

Shane Akeroyd, President, Asia & Global Head of Account Management, IHS Markit

Shane Akeroyd, 总裁, 亚洲及全球客户管理负责人, IHS Markit

Chris Brooks, Executive Editor, JOC Events, Maritime & Trade, IHS Markit

Chris Brooks, 执行主编, JOC Events, 海事与贸易, IHS Markit

Turloch Mooney, Senior Editor, Global Ports, JOC, Maritime & Trade, IHS Markit

Turloch Mooney, 全球港口高级编辑, JOC, 海事与贸易, IHS Markit

Guest Speaker 特邀嘉宾

Liu Qingsheng, Member of Standing Committee, CPC Shenzhen Municipal Committee;
and Executive Vice Mayor, Shenzhen Municipal People's Government

刘庆生 深圳市委常委、常务副市长

TUESDAY 周二

WEDNESDAY 周三

THURSDAY 周四

▶ 9:00 — 9:45 AM

Keynote Address 主旨演讲

Location: Espana Ballroom I

地点：西班牙宴会厅 1

Tan Chong Meng is group CEO of PSA International and head of the Senior Management Council of PSA Group, the executive team responsible for making key group-wide decisions. He is responsible for the overall performance of the group and leads strategy and execution functions. Prior to PSA, Tan held various leadership positions with Shell Downstream, part of the Royal Dutch Shell Group, in sales, marketing, trading, refinery operations, customer service, and acquisitions in the US, Europe, China, and Singapore. Tan also has held various positions with Singapore's Ministry of National Development and is a non-executive director of the board of the National Health System, a board member of IE Singapore, and a member of the Committee of Future Economy of Singapore. In his keynote address at the 2018 TPM Asia Conference, Tan will share his views on the future of shipping, supply chain logistics, trade facilitation, and the potential of new technologies to transform the industry including the use of big data, blockchain and global supply chain platforms such as CALISTATM — a new partnership between PSA and CrimsonLogic/GeTS that serves the needs of the cargo community and logistics service providers.

陈聪敏是 PSA 国际港务集团的总裁，兼任该集团高级管理委员会（负责做出全集团关键决策的团队）主席。他负责集团总体业绩并领导战略和执行职能部门。在加入 PSA 国际港务集团之前，陈聪敏在荷兰皇家壳牌集团（Royal Dutch Shell Group）下属的 Shell Downstream 公司担任多个领导职位，负责美国、欧洲、中国和新加坡的销售、营销、贸易、精炼业务、客户服务和收购事务。陈聪敏还在新加坡国家发展部（Ministry of National Development）担任多个职位，而且是国家医疗服务系统（National Health System）董事会非执行董事、新加坡国际企业发展局（IE Singapore）董事以及新加坡未来经济委员会（Committee of Future Economy of Singapore）成员。在 2018 泛太平洋海运亚洲大会（TPM Asia Conference）上，陈聪敏将发表主旨演讲，分享他对航运、供应链和贸易便利化未来的看法，以及新技术对产业转型的潜力，其中包括大数据，区块链和例如 CALISTATM 这样的全球供应链平台的使用。CALISTATM 是 PSA 和 CrimsonLogic/GeTS 一个新的合作以满足货运业和物流服务提供商的需求。

Speaker Introduction 介绍人

Turloch Mooney, Senior Editor, Global Ports, JOC, Maritime & Trade, IHS Markit

Turloch Mooney, 全球港口高级编辑, JOC, 海事与贸易, IHS Markit

Keynote Speaker 主旨演讲人

Tan Chong Meng, Group Chief Executive Officer, PSA International

陈聪敏, 总裁, PSA 国际港务集团

▶ 9:45 — 11:00 AM

The Economic and Containerized Shipping Outlook: Where Are We Headed?

经济和集装箱化航运展望：我们正走向何方？

Location: Espana Ballroom I

地点：西班牙宴会厅 1

China is implementing a comprehensive state-directed overhaul of its manufacturing sector that will have

major implications for sourcing and international supply chain operations. Known as the world's factory, China accounts for approximately 20 percent of global manufacturing, including a third of all automobiles; 40 percent of ships; 80 percent of computers; 90 percent of mobile phones, and half the world's steel. But government concerns that the sector is "large without being strong" due to lack of internationally competitive companies and products of its own, as well as rising manufacturing costs, underpin a major plan for change. Titled "China Manufacturing 2025" (CM2025), the plan sets ambitious goals for developing 10 key industries. The numbers attached to the initiative are staggering: In total, the Chinese central and local governments have announced hundreds of billions of dollars in funding in the form of subsidies, direct funds, and other channels of support. With goals that include raising the percentage of basic components and materials in Chinese-manufactured products to 70 percent from 40 percent previously and nurturing higher-value industries to replace lower-end manufacturing, CM2025 will have significant implications for containerized cargo transportation. In this session, Lance Noble of Gavekal Dragonomics, and former head of research at the European Chamber of Commerce in China, will examine the changes CM2025 will bring to China's manufacturing landscape, including specific plans for the major development of industries such as robotics, semiconductors, new energy vehicles, and advanced rail equipment. He'll be joined by Rajiv Biswas, chief Asia-Pacific economist for JOC parent company IHS Markit, who will analyze the broader macroeconomic trends in the region.

中国正在政府引导下实施制造业全面转型，这将对采购和国际供应链运营产生重大影响。作为世界工厂，中国占全球制造业产出的大约 20%，其中包括全球三分之一的汽车、40% 的船舶；80% 的计算机；90% 的手机以及一半的钢铁。但中国政府担心，由于缺乏具有国际竞争力的公司和产品，加上制造成本上升，中国制造业“大而不强”。由于这种原因，中国政府正在推进一项重大改革计划。该计划名为“中国制造 2025”（CM2025），其中列出了 10 个重点行业的宏伟发展目标。这项计划提出的数字令人震撼：中央和地方政府总共已经宣布了数千亿美元的投入，其中包括补贴、直接拨款和其他支持渠道。该计划的目标包括将中国制造产品的基础零部件和关键基础材料的国产率从之前的 40% 提高到 70%，并培育更高价值产业取代低端制造业，所有这些都对集装箱化货物运输产生重大影响。在本次会议上，中国欧盟商会前研究主管、来自 Gavekal Dragonomics 的 Lance Noble，将为我们讲解 CM2025 计划将会为中国制造业带来哪些变化，包括中国大力发展机器人、半导体、新能源汽车和先进铁路设备等产业的具体规划。JOC 母公司 IHS Markit 亚太区首席经济分析师 Rajiv Biswas 将与他一起分析该地区更广泛的宏观经济趋势。

Sponsored By 赞助商: CAI International

Session Introduction 介绍人

MJ Dornford, Vice President, Logistics & Sales, CAI International

MJ Dornford, 副总裁, 物流及销售, CAI International

Session Chair 主持人

Turloch Mooney, Senior Editor, Global Ports, JOC, Maritime & Trade, IHS Markit

Turloch Mooney, 全球港口高级编辑, JOC, 海事与贸易, IHS Markit

Panelists 专场嘉宾

Rajiv Biswas, Executive Director & Asia-Pacific Chief Economist, IHS Markit

Rajiv Biswas, 执行董事兼亚太区首席经济分析师, IHS Markit

Philip Damas, Head, Director Supply Chain Advisors Practice, Drewry

Philip Damas, 董事, 供应链顾问总监, 德鲁里

Eric Lin, Executive Director, Asia Transport Research, UBS
Eric Lin, 亚洲运输研究业务执行董事, 瑞银集团 (UBS)

Lance Noble, Senior Thematic Policy Analyst, Gavekal Dragonomics
Lance Noble, 高级主题政策分析师, Gavekal Dragonomics

▶ 11:00 — 11:30 AM

Networking Coffee Break 社交茶歇

Location: Espana Ballroom Foyer
地点: 西班牙宴会厅前厅

▶ 11:30 AM — 12:30 PM

View From the Top: A Discussion With Industry Leaders

高端视点: 与行业领导者探讨

Location: Espana Ballroom I
地点: 西班牙宴会厅 1

Container shipping lines had little time to enjoy their newfound profitability going into 2018, and what they did not need was excess capacity and weak rates combining with sharply increasing bunker fuel prices. The optimism that was expressed at the beginning of the year that container shipping was an industry in recovery is long gone, with carriers now clinging to predictions of a better supply-demand balance in the second half and hoping bunker surcharges mitigate fuel price increases. Where will the investment come from to support a shipping industry trying hard to evolve and meet both the rising demands of forwarders leveraging technology to create differentiation, and the growing expectations of shippers seeking improved transparency, visibility, and all-around customer service? In this session, industry leaders will discuss the major issues confronting shippers in the year ahead.

集装箱航运公司在进入 2018 年之际的盈利势头很快消失, 之后反而面临运能过剩、运价疲软以及燃油价格大幅上涨。各方在年初表现出的集装箱航运业正在复苏的乐观情绪早已不复存在, 班轮公司现在仍然坚持下半年供需平衡状况将会有所好转的预测, 并希望燃油附加费能够减轻燃油价格上涨的冲击。业界需要投资来支持航运业的变化和发展, 既满足货代商日益增长的利用技术创造差异化的需求, 又满足寻求更好透明度、可见性和全方位客户服务的货主不断增长的期望。那么, 所需的这些投资将来自何处? 在本场会议, 行业领导者将讨论货主在未来一年面临的主要问题。

Sponsored By 赞助商: INTTRA

Session Introduction 介绍人

Inna Kuznetsova, President & Chief Operating Officer, INTTRA
Inna Kuznetsova, 总裁兼首席运营官, INTTRA

Session Chair 主持人

Peter Tirschwell, Senior Director, Content, Maritime & Trade, IHS Markit
Peter Tirschwell, 高级内容总监, 海事与贸易, IHS Markit

Panelists 专场嘉宾

Mathieu Renard Biron, Managing Director, Global Freight Forwarding, Kerry Logistics

Mathieu Renard Biron, 全球货运代理董事总经理, 嘉里物流

Thomas Knudsen, President, Global Forwarding, Toll Group

Thomas Knudsen, 全球货代部总裁, 拓领集团

Nicolas Sartini, Chief Executive Officer, APL

Nicolas Sartini, 首席执行官, APL

John McCauley, Vice President, Transportation and Logistics, Cargill

John McCauley, 运输与物流事务副总裁, 嘉吉

Gerry Yim, Chief Executive Officer, HPH Trust

严磊辉, 首席执行官, 和记港口信托

▶ 12:30 — 1:30 PM

Networking Lunch 午餐

Location: Espana Ballroom II and Barcelona

地点: 巴塞罗那和西班牙宴会厅 2

▶ 1:30 — 2:30 PM

Intra-Asia: Analyzing the Changing Dynamics of the World's Largest Container Shipping Trade

亚洲内部航运: 分析全球最大集装箱航运贸易不断变化的动态因素

Location: Espana Ballroom I

地点: 西班牙宴会厅 1

The intra-Asia business is generally tied to two major east-west routes — the trans-Pacific and Asia-Europe — with most regional shipments driven by the production of components assembled in a final Asian country before being shipped to foreign markets. This connectivity with major trades allows carriers to treat intra-Asia routes as loss leaders, which is the only explanation considering freight rates on many routes often don't cover the loading of a ship, let alone the transportation of a container. But within the region, the jewel in Asia's economic crown is Southeast Asia, where GDP growth is driving trade and keeping ships full and logistics companies busy. Another fillip for Southeast Asia are the US trade tariffs that appear to be accelerating a shift in production out of China. Vietnam has been the main beneficiary, with IHS Markit's PMI showing a significant increase in new orders and international demand in the second quarter of 2018. There are no shortage of challenges facing the intra-Asia trade: Rising volume is putting infrastructure-constrained ports under pressure and causing regular congestion, a series of typhoons battered the region this year, and heavy fog further upset shipping schedules across most of North and East Asia. This session will examine the dynamic intra-Asia trade and offer expert analysis about what to expect over the next year.

亚洲内部航运业务通常与泛太平洋航线和亚洲-欧洲航线这两条主要东西航线关联。该地区的大部分货运来自于不同国家生产的部件运往一个最终亚洲国家进行组装，然后再运往国外市场。这种与主要贸易航线的关联让班轮公司可以将亚洲内部航线作为亏本搭售服务，唯此才能解释许多航线上的运费通常不够装船费，更不用说集装箱的运输费用。但在亚洲内部，东南亚目前是亚洲经济最活跃的地区，GDP和进、出口贸易均迅猛增长，导致货轮满载，物流公司日夜繁忙。东南亚的另一个利好因素是美国的贸易关税似乎正在加速生产工厂从中国迁出。越南一直是这一趋势的主要受益者，IHS Markit的采购经理人指数 (PMI) 显示，越南在2018年第二季度的新订单量和国际需求均大幅增加。亚洲内部航运面临诸多挑战：运量不断上升让基础设施受限的港口饱受重压并经常发生拥堵，今年有一系列台风袭击了亚洲地区，而且大雾进一步扰乱了北亚和东亚大部分地区的航班时间表。本场会议将讨论充满变数的亚洲内部航运，并就明年可能发生的情况给出专业分析。

Sponsored By: Hutchison Ports, Yantian
赞助商：和记港口盐田国际

Session Introduction 介绍人

Carman Leung, General Manager, Commercial Department, Hutchison Ports, Yantian
梁慧敏, 商务部总经理, 和记港口盐田国际

Session Chair 主持人

Greg Knowler, Senior Editor, Europe, JOC, Maritime & Trade, IHS Markit
Greg Knowler, 高级编辑, 欧洲, JOC, 海事与贸易, IHS Markit

Panelists 专场嘉宾

Gavin Dow, Partner, Transportation, Silk Road Associates; and Chairman, Transportation & Logistics Committee, American Chamber of Commerce, Hong Kong
Gavin Dow, 丝路顾问公司合伙人及运输部主管; 香港美国商会运输及物流委员会主席

Dan Hoffman, Managing Director, Gold Star Line
Dan Hoffman, 董事总经理, 金星轮船

Edoardo Podestá, Managing Director, Air & Sea Logistics Asia Pacific, Dachser Far East
Edoardo Podestá, 亚太区空运及海运物流董事总经理, Dachser Far East

▶ 2:30 — 3:15 PM

The Indian Subcontinent and Beyond: A View of the South Asia Market

印度次大陆及更广区域：南亚市场概览

Location: Espana Ballroom I
地点：西班牙宴会厅 1

South Asia is one of the most promising regions for economic growth in the world. The region's key markets are improving their capacity for export manufacturing, including investing in sorely needed upgrades to shipping and logistics infrastructure, in the hope of attracting more of the international supply chain operations of beneficial cargo owners. With its huge population and enormous scope for development, India is the source of much of South Asia's potential. IHS Markit expects India's GDP to grow at more than 7 percent a year over the coming half decade, much higher than expected for China, albeit from a much lower base. Many agree the day is approaching when the India Subcontinent dethrones China as the world's primary manufacturing hub. How soon this happens, and whether it

happens at all, depends to a large degree on the success of the Indian government's efforts to transform the manufacturing and shipping and logistics sectors, spearheaded by its mammoth "Make in India" and "Sagarmala" initiatives. Other markets in the region, including Sri Lanka, Bangladesh, and Pakistan, also are undergoing major upgrades to their logistics infrastructure, supporting increased levels of international sourcing and — in the case of Sri Lanka — a major boost in container shipping business. This presentation and conversation with Dr. Parakrama Dissanayake, chairman of the Sri Lanka Ports Authority and one of South Asia's preeminent shipping professionals, will examine the region's potential as an international manufacturing center, as well as the challenges facing BCOs that want to increase investment in the region, with a specific focus on logistics and shipping infrastructure and services in its key markets.

南亚是全球经济增长潜力最大的地区之一。该地区的主要市场正在改善为出口制造业服务的物流能力，包括投入重金升级落后的航运和物流基础设施，以吸引更多货主的国际供应链业务。凭借庞大人口和巨大发展空间，印度是南亚发展潜力的主要来源。IHS Markit 预计，尽管基数较低，印度 GDP 在未来五年将以每年 7% 以上的速度增长，大幅超出中国的预期增速。许多人认为，印度次大陆取代中国成为世界最大制造业中心的时刻正在迫近。这种变化将会多快发生以及是否确实会发生，在很大程度上取决于印度政府对制造业、航运和物流业的改革是否成功。规模庞大的“印度制造”和基础设施建设计划（“sagarmala”计划）在这些举措中起着引领作用。该地区的其他市场（包括斯里兰卡、孟加拉国和巴基斯坦）也正在大力升级物流基础设施，以此支持更高的国际采购数量，对于斯里兰卡而言则是为了支持集装箱航运业务的快速增长。作为斯里兰卡港口管理局主席和南亚地区的一位杰出航运专业人士，Parakrama Dissanayake 博士将发表演讲并与大家对话，探讨该地区作为国际制造业中心的潜力以及希望在该地区增加投资的货主所面临的挑战，而且会重点讨论南亚地区主要市场的物流和航运基础设施及服务。

Sponsored By: DaChan Bay Terminals

赞助商：大铲湾码头

Session Introduction 介绍人

Brian Yeung, Managing Director, DaChan Bay Terminals

杨子聪，董事总经理，大铲湾码头

Session Chair 主持人

Peter Tirschwell, Senior Director, Content, Maritime & Trade, IHS Markit

Peter Tirschwell, 高级内容总监，海事与贸易，IHS Markit

Panelist 专场嘉宾

Dr. Parakrama Dissanayake, Chairman, Sri Lanka Ports Authority

Parakrama Dissanayake 博士，主席，斯里兰卡港口管理局

▶ 3:15 — 3:45 PM

Networking Coffee Break 社交茶歇

Location: Espana Ballroom Foyer

地点：西班牙宴会厅前厅

Sponsored By 赞助商: Venable LLP

▶ 3:45 — 4:45 PM

Asia-Europe Rail: What Rapid Growth and Increasing Congestion Means for BCOs

亚欧铁路：运量快速增长和拥堵日益加剧对货主意味着什么

Location: Espana Ballroom I

地点：西班牙宴会厅 1

It's a critical time for the China-Europe rail landbridge. Rapid growth is starting to expose infrastructure shortcomings that are undermining transit time and reliability advantages for BCOs. A total of 6,300 eastbound and westbound block trains traveled between the two continents in the seven years through 2017, with 3,200 trains moving last year alone, according to official Chinese statistics. This growth is continuing in 2018 as second- and third-tier Chinese cities compete to send more trains and reap the associated benefits under policies related to the central government's Belt and Road initiative. Operators expect between 4,000 and 4,500 trains to travel eastbound and westbound this year, or 20 to 40 percent more than 2017. But with more than 95 percent of all trains on the service still beginning or ending in Germany, border stations on the primary rail corridor into Europe are growing increasingly congested. The result is an increase in average transit times. A shipment from Chongqing city in central/western China to Duisburg, Germany, that took only 11 days three years ago now takes an average of 17. If transit times continue to slide and reliability continues to decline, growth levels almost certainly will drop as BCOs stick with or switch back to shipping by ocean or even air. This panel will analyze growth levels on the landbridge, including which commodities and types of shippers it benefits the most. It will look at the problem areas and service risks and outline what's needed to resolve them, and it will provide an outlook for the services in terms of infrastructure, service quality, pricing for BCOs, and the eventual elimination of government subsidies.

中欧铁路（亚欧大陆桥）现在正处于关键时期。运量快速增长开始让基础设施缺陷暴露出来，这些缺陷正在削弱货主享受的运输时间和可靠性优势。据中国官方统计数据 displays，截至 2017 年，七年间共有 6,300 班次的东行和西行班列在两大洲之间开行，仅去年就有 3,200 班次。这种增长在 2018 年将继续，这是由于中国的二、三线城市竞相发出更多班列并获得中央政府“一带一路”倡议相关政策规定的好处。铁路运营商预计今年将有 4,000 至 4,500 班次的东行和西行班列，较 2017 年增长 20% 至 40%。但由于 95% 以上班列的起点或终点仍然在德国，通往欧洲的主铁路走廊上的边境车站正变得越来越拥堵。结果是平均运输时间变长。货物从中国中西部的重庆市运往德国杜伊斯堡，三年前只需要 11 天，现在平均需要 17 天。如果运输时间继续变长且可靠性继续下降，由于货主会坚持使用或改回海运甚至航运，中欧班列的货运增长速度几乎肯定会下降。这一环节将分析亚欧大陆桥的货运增长速度，包括对哪些商品和货主类型带来的好处最多。会议期间将探讨问题领域和服务风险，概述解决问题需要哪些措施，并在基础设施、服务质量、给货主的定价以及最终取消政府补贴方面对这些班列服务进行展望。

Session Chair 主持人

Mark Szakonyi, Executive Editor, JOC.com & The Journal of Commerce, Maritime & Trade, IHS Markit

Mark Szakonyi, 执行主编, JOC.com 和 The Journal of Commerce 杂志, 海事与贸易, IHS Markit

Panelists 专场嘉宾

Hendrick Wehlen, General Manager, Sales & Operations, InterRail Europe

Hendrick Wehlen, 销售和运营总经理, InterRail Europe

Andre Wheeler, Chief Executive Officer, Wheeler Management Consulting

Andre Wheeler, 首席执行官, Wheeler Management Consulting

▶ 4:45 — 5:15 PM

TPM Asia Accelerator: Clearing the Air in China — an Environmental Impact Study 中国空气清洁行动 —— 一项环境影响研究

Location: Espana Ballroom I

地点：西班牙宴会厅 1

In 2015, China's Ministry of Environmental Protection started to demonstrate its resolve to enforce the country's environmental regulations as a key part of efforts to tackle serious levels of pollution and inefficient industry across the country. Since then, tens, if not hundreds, of thousands of companies have been shut down, and tougher regulations have been introduced enabling government officials and environmental non-governmental organizations to take legal action against companies violating environmental rules, including public interest lawsuits against multinational companies. The shutting down of factories for months at a time — and in many cases permanently — has resulted in enormous disruption to supply chain operations of many international companies. The situation is exacerbated by the merging of environmental goals with the goals of the central government to clean up small and inefficient companies as it seeks to reduce overcapacity and upgrade industries. This session will feature Julia Coym, a Shanghai-based senior analyst specializing in regulatory and political risk at consultant Control Risks, who will analyze the growing impact the environmental crackdown is having on supply chains in China. She will look at current and upcoming developments that will impact international supply chain operations and advise BCOs on what they need to do to respond to this new normal of environmental and compliance enforcement in Chinese manufacturing and industry.

2015 年，中国环境保护部开始展现执行环保法规的决心，这是他们为解决全国严重污染和低效产业所采取的诸多措施的关键部分。从那时起有数千家企业被关停，并且中国环境保护部出台了更严厉法规，使政府官员和环境非政府组织能够对违反环保规定的公司采取法律行动，包括针对跨国公司的公共利益诉讼。工厂关停数月，许多是永久关闭，已经导致许多国际公司的供应链运作受到严重扰乱。与此同时，为减少产能过剩并实现产业升级，中央政府着手清理小型低效公司，此类行动的目标与环保目标相结合，进一步加剧了这种影响。本场会议将由 Julia Coym 做主旨演讲。她是一位驻上海的资深分析师，在咨询公司 Control Risks 专门从事监管和政治风险研究，她将为我们分析环保行动对中国供应链产生的日益增大的影响。她还将阐述当前和即将到来的影响国际供应链运作的发展态势，为货主提供建议，告诉他们需要做些什么来应对中国制造业和工业领域的环保和合规执法的新常态。

Speaker Introduction 介绍人

Turloch Mooney, Senior Editor, Global Ports, JOC, Maritime & Trade, IHS Markit

Turloch Mooney, 全球港口高级编辑, JOC, 海事与贸易, IHS Markit

Featured Speaker 主讲人

Julia Coym, Senior Analyst, Control Risks

Julia Coym, 高级分析师, 化险集团

▶ 5:15 — 6:45 PM

Networking Reception 欢迎酒会

Location: The Galleon

地点：船吧

Sponsored By: Shenzhen Port

赞助商：深圳港

Thursday, October 11

周四, 十月十一日

▶ 8:00 AM — 2:00 PM

Registration 注册

Location: Hotel Lobby

地点：酒店大堂

Sponsored By: Port of Prince Rupert

赞助商：鲁伯特王子港

▶ 8:00 — 9:00 AM

Welcome Coffee and Tea 迎宾茶会

Location: Espana Ballroom Foyer

地点：西班牙宴会厅前厅

▶ 9:00 — 9:05 AM

Welcome Remarks 欢迎致辞

Location: Espana Ballroom I

地点：西班牙宴会厅 1

Peter Tirschwell, Senior Director, Content, Maritime & Trade, IHS Markit

Peter Tirschwell, 高级内容总监, 海事与贸易, IHS Markit

▶ 9:05 — 9:45 AM

Day 2 Keynote Address: A Presentation and Conversation With Porter Erisman

第二天主旨演讲：Porter Erisman 的演讲与对话

Location: Espana Ballroom I

地点：西班牙宴会厅 1

As a vice president at Alibaba Group from 2000 to 2008, Porter Erisman had a front row seat to the e-commerce revolution that swept through China and the world, joining the company just as it moved out of founder Jack Ma's apartment. He is the writer and director of the documentary film "Crocodile in the Yangtze: The Alibaba Story," and is also the bestselling author of *Alibaba's World: How a Remarkable Chinese Company Is Changing the Face of Global Business*, and *Six Billion Shoppers: The Companies Winning the Global E-Commerce Boom*. In this session, Erisman will discuss the e-commerce revolution in the context of the logistics capabilities and infrastructure that is needed to support its continued growth.

Porter Erisman 于 2000 年至 2008 年期间在阿里巴巴集团担任副总裁, 他由此站在历史的最前沿见证了席卷中国乃至全球电子商务革命。在他加入阿里巴巴之际, 集团正从创始人马云的公寓搬出。他是屡获殊荣的纪录片

Crocodile in the Yangtze: The Alibaba Story (扬子江中的大鳄：阿里巴巴的故事)的作者和导演。他还著作了国际畅销书 *Alibaba's World: How a Remarkable Chinese Company is Changing the Face of Global Business* (阿里巴巴的世界：一家卓越的中国公司如何改变全球商业面貌) 和 *Six Billion Shoppers: The Companies Winning the Global E-commerce Boom* (六十亿购物者：在全球电子商务热潮中取得成功的公司)。在本小组论坛上，Erisman 将讨论物流运能和基础设施大背景下的电子商务革命，电子商务的不断发展需要基础设施作为强有力的支撑。

Session Chair 主持人

Greg Knowler, Senior Editor, Europe, JOC, Maritime & Trade, IHS Markit

Greg Knowler, 高级编辑, 欧洲, JOC, 海事与贸易, IHS Markit

Featured Speaker 主讲人

Porter Erisman, Former Vice President of Alibaba Group; and author of *Alibaba's World* and *Six Billion Shoppers*

Porter Erisman, 阿里巴巴集团前副总裁, *Alibaba's World* (阿里巴巴的世界) 和 *Six Billion Shoppers* (六十亿购物者) 的作者

▶ 9:45 — 10:30 AM

One-on-One: A Conversation With CMA CGM's Marc Bourdon

一对一：与达飞海运的 Marc Bourdon 对话

Location: Espana Ballroom I

地点：西班牙宴会厅 1

Marc Bourdon has held some of the most challenging agency roles in a stellar career with CMA CGM. At 35, he took over India, then ran Brazil, both agencies requiring a turnaround, and then he was given increasingly important roles heading the CMA CGM agencies in the United States and, as of last year, China. In an in-depth, one-on-one dialogue, Bourdon will share his views on a range of topics, including the major trends in China's container trade, the most promising technology developments, the impact of e-commerce on container shipping, and how container carriers can be in the game of creating value for customers.

Marc Bourdon 在达飞海运 (CMA CGM) 有着辉煌的职业生涯，担任了一些最具挑战性的办事处职位。在 35 岁时，他接管了印度办事处，然后是巴西办事处，这两个办事处都需要提高货运量，之后他担任了些愈加重要的职位，领导达飞海运在美国的办事处，去年来到中国任职。在深入的一对一对话中，Marc Bourdon 将分享他对一系列主题的看法，包括：中国集装箱贸易的主要趋势；最有前途的技术发展；电子商务对集装箱航运的影响；集装箱班轮公司如何发挥作用才能为客户创造价值。

Sponsored By: Chiwan Container Terminal

赞助商：赤湾集装箱码头

Session Introduction 介绍人

Eddie Zhang, Deputy General Manager, CCT

张翊，副总经理，赤湾集装箱码头

Session Chair 主持人

Peter Tirschwell, Senior Director, Content, Maritime & Trade, IHS Markit

Peter Tirschwell, 高级内容总监, 海事与贸易, IHS Markit

Featured Speaker 主讲人

Marc Bourdon, Chief Executive Officer, CMA CGM Shipping China Co. Ltd, Shanghai, China

Marc Bourdon, 首席执行官, 达飞海运 (中国)

▶ 10:30 — 11:00 AM

Networking Coffee Break 社交茶歇

Location: Espana Ballroom Foyer
地点：西班牙宴会厅前厅

▶ 11:00 AM — 12:00 PM

A Case Study in Practical Blockchain Solutions 实用区块链解决方案案例研究

Location: Espana Ballroom I
地点：西班牙宴会厅 1

Blockchain technology got its start enabling bitcoin transactions as a secure and cost-effective means to facilitate transactions. The technology aims to share a digital ledger across a network of computers without need for a central authority such as a bank. Today, a growing number of companies across several industries, from financial institutions to freight transportation, are experimenting with blockchain technology. One of them, 300Cubits, in March announced that it had successfully completed the first trial shipment using its crypto-currency called TEU. Ultimately, the company says TEU tokens could provide better predictability or a hedging tool to tackle the volatility of industry cycles. In this Case Study, 300Cubits Co-Founder Johnson Leung will lead a discussion with Torah Henry, vice president of US operations for apparel and fashion company Speed Sourcing Inc., and Eric Seamon, managing director for forwarder Ocean Wide Logistics International, about the practical uses of blockchain in shipping and what's next for the technology.

区块链技术使比特币交易开始成为一种安全且经济高效的促进交易的手段。这种技术通过计算机网络共享数字分类账本，而无需银行等中央机构。从金融机构到货运的多个行业，今天有越来越多的公司正在试验区块链技术。300Cubits 就是其中之一，他们在三月份宣布已成功完成了使用其加密货币 TEU 的首次试运输。该公司最终表示，TEU 代币可以提供更好的可预测性，或提供一种对冲工具来应对行业周期的波动。在这个案例研究中，300Cubits 联合创始人 Johnson Leung 将与服装与时尚公司 Speed Sourcing Inc. 美国区运营副总裁 Torah Henry 以及货代商 Ocean Wide Logistics International 常务董事 Eric Seamon 一起，就区块链在运输中的实际应用及其未来发展展开讨论。

Sponsored By: Shekou Container Terminal
赞助商：蛇口集装箱码头

Session Introduction 介绍人

Tony Zhao, Deputy General Manager, Commercial Division, SCT
赵亦松，商务部副总经理，蛇口集装箱码头

Session Chair 主持人

Eric Johnson, Senior Editor, Technology, JOC, Maritime & Trade, IHS Markit
Eric Johnson, 技术部高级编辑, JOC, 海事与贸易, IHS Markit

Panelists 专场嘉宾

Toray Henry, Vice President, US Operations, Speed Sourcing
Toray Henry, 美国区运营副总裁, Speed Sourcing

Johnson Leung, Co-Founder, 300Cubits
Johnson Leung, 联合创始人, 300Cubits

Eric Seamon, Managing Director, Ocean Wide Logistics International
Eric Seamon, 董事总经理, Ocean Wide Logistics International

▶ 12:00 — 1:00 PM

Networking Lunch 午餐

Location: Espana II and Barcelona
地点: 巴塞罗那和西班牙宴会厅 2

▶ 1:00 — 2:00 PM

Supply Chain Visibility: Improving BCOs' View 供应链可见性: 货主更好地获取信息

Location: Espana Ballroom I
地点: 西班牙宴会厅 1

Global trade flows are being affected by fast-growing e-commerce, container volumes are growing steadily on most trades, manufacturing cycle times are shortening, orders are smaller and more frequent, less-than-container load demand is growing, and industry stakeholders are gradually adopting paperless documentation. Effectively monitoring and efficiently shipping these growing volumes in an often time-constrained supply chain has increased complexity to such a level that it can only be managed by the application of technology solutions. Premium services, such as APL's Eagle GO, can address the visibility and tracking issue, but how far away is complete visibility for all parties in the container supply chain, regardless of the rate paid? What are the challenges standing in the way of true end-to-end visibility? This session will examine the practical solutions to bringing a clearer view of the supply chain for BCOs, the true costs involved, and what collaboration is occurring — or not — among transportation modes and freight stakeholders.

快速增长的电子商务正在影响全球贸易流量, 导致大多数航线的集装箱运输量稳步增长, 制造周期缩短, 单次订购数量减少, 订购更为频繁, 零担货运需求不断增长, 行业相关者逐渐采用无纸单据。在经常受时间限制的供应链中, 有效监控和高效运输这些不断增长的货物存在更高的复杂性, 而这只能通过应用技术解决方案来管理。高端服务, 例如 APL 的 Eagle GO, 可以解决可见性和跟踪问题, 但无论支付的费用如何高, 我们距离集装箱供应链中所有各方均可获得完全可见性, 还有很长的路要走。在真正端到端可见性方面存在哪些挑战? 本场会议将探讨实用解决方案, 以便我们更清楚地了解货主的供应链、所涉及的真实成本, 以及在运输方式和货运利益相关方之间正在发生的(或没有发生的)协作。

Session Chair 主持人

Inna Kuznetsova, President & Chief Operating Officer, INTRRA
Inna Kuznetsova, 总裁兼首席运营官, INTRRA

Panelists 专场嘉宾

Taewha Kang, Vice President, Logistics Division, Samsung SDS China
Taewha Kang, 物流部副总裁, 三星 SDS (中国)

Dan L. Gardner, Vice President, Supply Chain Management, Lakeshore Learning Materials
Dan L. Gardner, 供应链管理副总裁, Lakeshore Learning Materials

▶ 2:00 — 2:30 PM

Networking Coffee Break 社交茶歇

Location: Espana Ballroom Foyer
地点: 西班牙宴会厅前厅

▶ 2:30 — 3:30 PM

JOC Innovation Jam I: What Problems Can Technology Really Solve? JOC 创新大讨论 I: 技术能够真正解决何种问题?

Location: Espana Ballroom I
地点: 西班牙宴会厅 1

Can the innovative use of logistics technology really solve problems international BCOs face in the world's most exciting freight region? Asia is the export engine of the world, as well as a rapidly growing consumption market, but it also presents unique challenges for importers, suppliers, and e-commerce logistics companies. The JOC editorial team has challenged technology providers to propose how they would solve actual pain points afflicting shippers. In Part I of this "Innovation Jam," a select group of those providers will face a panel of shipper judges to discuss their solutions, with the panel choosing the tech provider presenting the most compelling case. Attendees will hear about a cross-section of the most promising logistics technologies, and the winner will be announced at the end of the jam.

物流技术的创新使用, 是否能够真正解决国际货主在亚洲这个全球最活跃货运区域面临的问题? 亚洲是全球的出口引擎, 也是快速增长的消费市场, 但也为进口商、供应商和电子商务物流公司带来了独特挑战。JOC 编辑团队给技术提供商提出了一大难题, 请他们就如何解决困扰货主的实际痛点提供建议。在第一场“创新大讨论”中, 我们特别选择的一组技术提供商将在一个货主评审团面前讨论他们的解决方案, 然后由评审团选出所展示方案最令人信服的技术提供商。与会者将听取他们对最有前途物流技术的剖析。获胜者将在大讨论结束时公布。

Session Chair 主持人

Eric Johnson, Senior Editor, Technology, JOC, Maritime & Trade, IHS Markit
Eric Johnson, 技术部高级编辑, JOC, 海事与贸易, IHS Markit

Panelists 专场嘉宾

Jon Charles, Managing Director, Mizzen Group
Jon Charles, 董事总经理, Mizzen Group

Marc Held, CEO & Co-Founder, ODYN
Marc Held, 联合创始人兼首席执行官, ODYN
Marcin Zarzecki, Founder & CEO, Quotiss
Marcin Zarzecki, 创始人兼首席执行官, Quotiss

▶ 3:30 — 4:30 PM

JOC Innovation Jam II: What Problems Can Technology Really Solve? JOC 创新大讨论 II：技术能够真正解决何种问题？

Location: Espana Ballroom I
地点：西班牙宴会厅 1

Can the innovative use of logistics technology really solve problems international BCOs face in the world's most exciting freight region? Asia is the export engine of the world, as well as a rapidly growing consumption market, but it also presents unique challenges for importers, suppliers, and e-commerce logistics companies. The JOC editorial team has challenged technology providers to propose how they would solve actual pain points afflicting shippers. In Part II of this "Innovation Jam," a second select group of those providers will face a panel of shipper judges to discuss their solutions, with the panel choosing the tech provider presenting the most compelling case. Attendees will hear about a cross-section of the most promising logistics technologies, and the winner will be announced at the end of the jam.

物流技术的创新使用，是否能够真正解决国际货主在亚洲这个全球最活跃货运区域面临的问题？亚洲是全球的出口引擎，也是快速增长的消费市场，但也为进口商、供应商和电子商务物流公司带来了独特挑战。JOC 编辑团队给技术提供商提出了一大难题，请他们就如何解决困扰货主的实际痛点提供建议。在第二场“创新大讨论”中，我们特别选择的一组技术提供商将在一个货主评审团面前讨论他们的解决方案，然后由评审团选出所展示方案最令人信服的技术提供商。与会者将听取他们对最有前途物流技术的剖析。获胜者将在大讨论结束时公布。

Session Chair 主持人

Eric Johnson, Senior Editor, Technology, JOC, Maritime & Trade, IHS Markit
Eric Johnson, 技术部高级编辑, JOC, 海事与贸易, IHS Markit

Panelists 专场嘉宾

Rob Garrison, CEO & Co-Founder, Mercado Labs
Rob Garrison, 联合创始人兼首席执行官, Mercado Labs

Eric Klein, Co-Founder & CEO, Crux Systems
Eric Klein, 联合创始人兼首席执行官, Crux Systems

Martyn Verhaegen, CEO, Qwyk BV
Martyn Verhaegen, 首席执行官, Qwyk BV

▶ 4:30 PM

Closing Remarks 闭幕致辞

Location: Espana Ballroom I
地点：西班牙宴会厅 1