

RESILIENCE • AGILITY • SUSTAINABILITY
Reshaping the Global Supply Chain

* Hong Kong time (GMT +8)

2 Nov (Day 1) | 3 Nov (Day 2)

Time	Event
14:30 – 15:30	<p style="text-align: center;">Maritime Forum 1</p> <p>Global recovery and outlook for the industry</p> <p><i>Global maritime trade experienced large swings in volumes due to the unprecedented disruption caused by COVID-19. The pandemic has sent shockwaves through supply chains, shipping networks and ports, leading to drastic downswing and backswing in cargo volumes. In addition, the fluctuations in cargo trade brought an additional challenge to pandemic-related disruptions in the global supply chain including a market imbalance in the supply and demand for goods, empty containers, and a shrinking tanker and bulker market. Against this backdrop, it is believed that the future of the global supply chain requires greater visibility, and investment in digitalisation and automation should also be in place.</i></p> <p>Key questions:</p> <ul style="list-style-type: none"> • What is the impact of the pandemic and other supply chain disruptions on the shipping industry? • Is a major transformation of the industry in progress? • What can be expected from the changing landscape of the shipping market? <p>Moderator</p> <ul style="list-style-type: none"> • Mr Jagmeet Makkar Chairman, Institute of Chartered Shipbrokers, Hong Kong Branch <p>Speakers</p> <ul style="list-style-type: none"> • Mr Jeremy Nixon CEO, Ocean Network Express Pte Ltd • Mr Tim Power Managing Director, Drewry Shipping Consultants
15:45 – 16:45	<p style="text-align: center;">Insight Exchange</p> <p>Hong Kong's role as international premier maritime centre and the way forward</p> <p><i>Hong Kong is a leading international maritime hub and the gateway to Mainland China. A strategic location, excellent connectivity, state-of-the-art infrastructure, a respected legal system, a competitive tax regime, and status as an international business and financial centre give Hong Kong its competitive edge. Industry-wise, Hong Kong has one of the world's largest shipping communities characterised by a strong presence of ship owners, cargo owners and traders on the one hand, and a vibrant maritime services cluster on the other.</i></p> <p><i>In a world of increasing global competition, Hong Kong is shifting towards high value-added maritime services. Various measures have been introduced, including tax concessions for ship leasing and maritime insurance, as well as support measures for maritime arbitration and training sectors. Moreover, the Belt and Road initiative along with the Greater Bay Area development are believed to bring enormous opportunities for all commercial sectors, including shipping.</i></p> <p>Moderator</p> <ul style="list-style-type: none"> • Mr Benjamin Wong Head, Maritime Cluster, Invest Hong Kong <p>Speakers</p> <ul style="list-style-type: none"> • Ms Sabrina Chao President, BIMCO • Captain Bjorn Hojgaard CEO, Anglo-Eastern Univan Group • Ms Rosita Lau Partner, Ince & Co • Mr Jonathan Jones Director and Project Coordinator, Crew Assist Ltd
17:00 – 18:00	<p style="text-align: center;">Maritime Forum 2</p> <p>March towards sustainability</p> <p><i>International shipping impacts the environment significantly through various types of emissions, such as SOx, NOx and aerosols in the air, and vessel discharges in the sea. The International Maritime Organisation (IMO) has predicted that these emissions may increase by 250% by 2050 if nothing is done. Making the shipping industry more sustainable is a collective challenge, requiring engagement from all parties across the supply chain. With public demands that urgent action is taken to address climate change and environmental sustainability, the shipping industry itself is also increasingly taking the initiative. For instance, the Sustainable Shipping Initiative (SSI) was founded to lay out a roadmap that seeks to achieve a sustainable shipping industry by 2040. It is generally believed that those willing to invest in fleet modernisation and greener technology might become more competitive due to increased fuel efficiency as well as being able to benefit from sustainable financing initiatives. Conversely, those who do not make the necessary green investments may prove to be less competitive as their ships become less energy efficient, and they may face changing market expectations that could punish them.</i></p> <p>Key questions</p> <ul style="list-style-type: none"> • What are the barriers to achieving sustainable shipping? • What are the most recent developments in alternative fuels? • In what ways are green ship financing and carbon-zero trading a roadmap to a carbon-neutral 2050? <p>Moderator</p> <ul style="list-style-type: none"> • Mr Jagmeet Makkar Chairman, Institute of Chartered Shipbrokers, Hong Kong Branch <p>Speakers</p> <ul style="list-style-type: none"> • Mr Kenta Matsuzaka Director, Senior Managing Executive Officer, Mitsui O.S.K. Lines • Dr Martin Stopford Director, Marecon Ltd • Mr James Tong Managing Director, Head of Global Shipping & Logistics Asia Pacific and Japan, Citi

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SPEAKERS



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