



海洋联盟 Day 6 推介会

QND BIZ-IAS SMART PU

2022年3月18日



CONTENTS



Part 1

近东航线

Part 2

近洋航线

Part 3

冷特业务

Part 4

总结展望

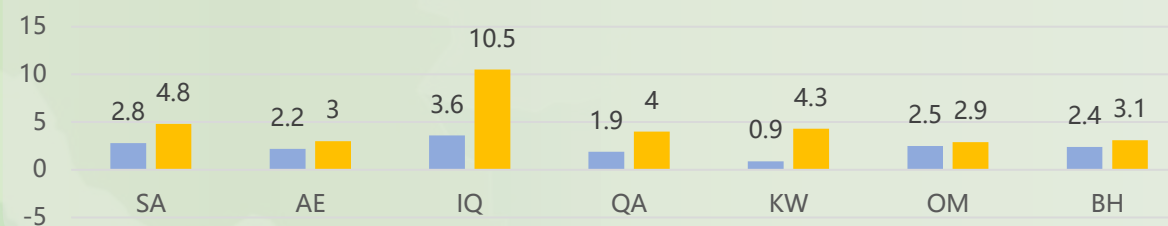
近东航线

中东航线



AMA	CEO	CMEX	TPA
	Lianyungang		
Qingdao	Qingdao	Qingdao	Qingdao
	Shanghai	Shanghai	Ningbo
Ningbo		Ningbo	Shanghai
	Hong Kong		Kaohsiung
Shekou	Shekou	Nansha	Shekou
Singapore	Singapore	Singapore	Port Kelang
Jebel Ali	Jebel Ali	Jebel Ali	Jebel Ali
Bahrain	Hamad	Abu Dhabi	Umm Qasr
Damman	Damman	Dammam	Jebel Ali
Sohar	Jubail	Abu Dhabi	
	Abu Dhabi		

IMF Real GDP growth (2021 vs 2022)



舱位

2022Q2: 维持
2022Q3: 增加
2022Q4: 增加



重点港口

Jebel Ali
Umm Qasr



港口覆盖

POL->11港
POD->8港



市场策略

轻货比例
直挂港口

近东航线

红海航线



FRS

Xingang
Qingdao

Ningbo

Nansha
Shekou

Singapore

Jeddah
Sokhna
Aqaba

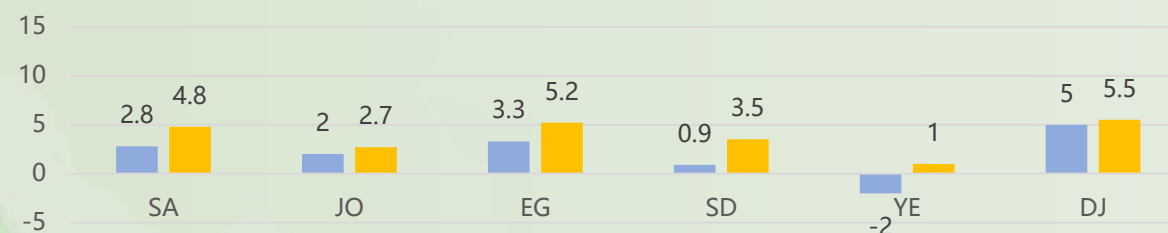
RES2

Shanghai
Ningbo
Taipei
Xiamen
Shekou

Singapore

Djibouti
Jeddah
Sokhna
Aqaba

IMF Real GDP growth (2021 vs 2022)



舱位

2022Q2: 维持
2022Q3: 维持
2022Q4: 维持



重点港口

Sokhna
Aqaba



港口覆盖

POL->9港
POD->4港



市场策略

轻货比例
直挂港口

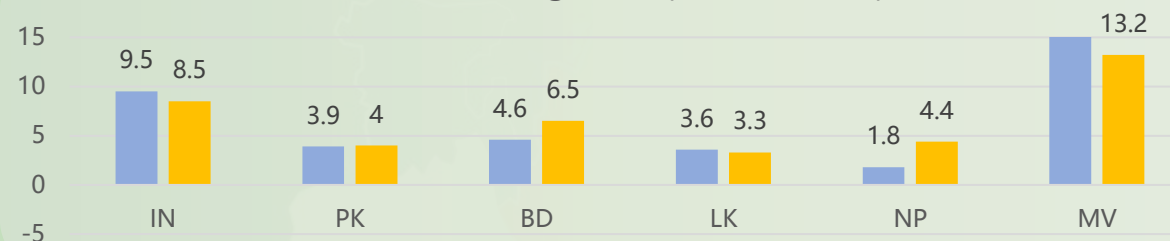
近东航线

印巴航线



CIX2	CIX3	PMX	FME
Xingang			Pusan
Qingdao	Qingdao		Qingdao
	Shanghai	Shanghai	Shanghai
	Ningbo	Ningbo	
Kaohsiung		Fuqing	
	Dachan Bay	Shekou	Shekou
Singapore		Singapore	Singapore
Port Kelang	Port Kelang	Port Kelang	Port Kelang
Nhava Sheva	Nhava Sheva	Colombo	Chennai
	Hazira	Karachi	Visakhapatnam
Mundra	Mundra	Mundra	
Colombo	Colombo		

IMF Real GDP growth (2021 vs 2022)



舱位

2022Q2: 维持
2022Q3: 维持
2022Q4: 增加



重点港口

Nhava Sheva
Hazira



港口覆盖

POL->11港
POD->8港



市场策略

轻货比例
推广NOR

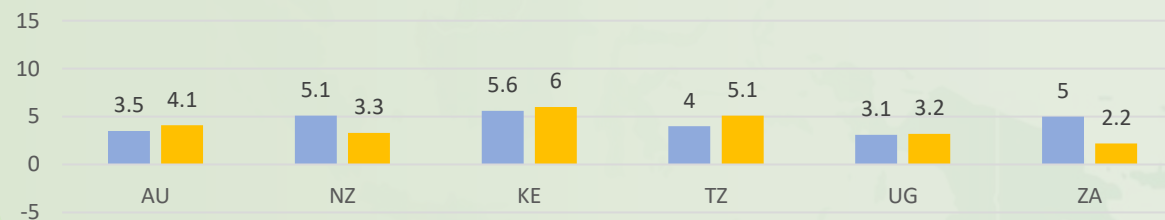
近东航线

澳非航线



NEAX	AEF	ASEA	FAX
Pusan			
Qingdao			Qingdao
Ningbo	Shanghai		Shanghai
Shanghai	Ningbo		Ningbo
Yantian	Shekou		
	Singapore	Singapore	Singapore
	Tanjung Pelepas	Tanjung Pelepas	
	Port Kelang	Port Kelang	
Sydney	Colombo	Colombo	Durban
Melbourne	Mombasa	Dar Es Salaam	
Brisbane			

IMF Real GDP growth (2021 vs 2022)



舱位

2022Q2: 维持
2022Q3: 增加
2022Q4: 增加



重点港口

Melbourne
Mombasa, Dar Es Salaam
Durban



港口覆盖

POL->13港
POD->8港



市场策略

推广NOR/GREENX
直挂港口

近洋航线

一程航线



HKH	KTP	HBT	NCS	NCT	CV2	CEM	CIX2
			Inchon			Kaohsiung	
Xingang	Dalian						Xingang
Dalian	Xingang	Lianyungang			Xingang		
Qingdao	Qingdao	Qingdao	Qingdao	Qingdao	Qingdao	Qingdao	Qingdao
Gunsan						Shanghai	
Ningbo			Ningbo			Ningbo	
			Fuqing				
Hong Kong	Hong Kong	Kaohsiung	Hong Kong	Hong Kong		Taipei	Kaohsiung
	Shekou		Shekou	Shekou		Yantian	
	Kaohsiung						
	Manila		Pasir Gudang	Laem Chabang	Ho Chi Minh	Tanjung Pelepas	Singapore
	Laem Chabang		Port Kelang				Port Kelang
			Penang				
			Kuantan				

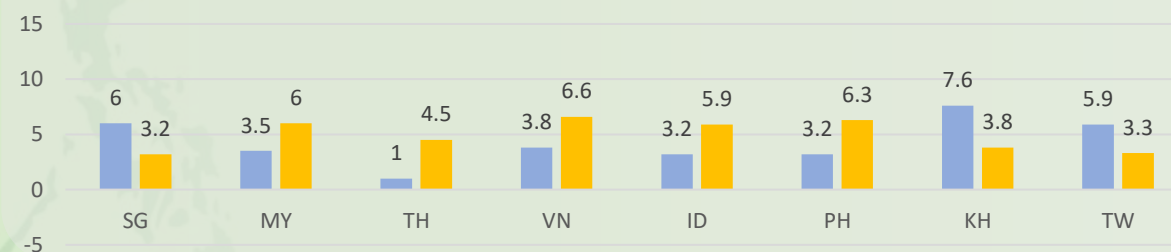
近洋航线

二程航线



TMI	CVT	CPM	TPH
		Kaohsiung	Hong Kong
	Hong Kong	Hong Kong	Kaohsiung
	Nansha		
	Shekou		
Laem Chabang			
Tanjung Pelepas			
Port Kelang			
Belawan	Ho Chi Minh	Muara*	Davao
	Sihanoukville	Kota Kinabalu*	Cagayan
	Laem Chabang	Bintulu	

IMF Real GDP growth (2021 vs 2022)



舱位

2022Q2: 维持
2022Q3: 维持
2022Q4: 增加



重点港口

E-MY, S-PH
TW, KH, VN



港口覆盖

POL->13港
POD->9港



市场策略

直挂港口
蓝海货载

冷特业务

冷冻柜

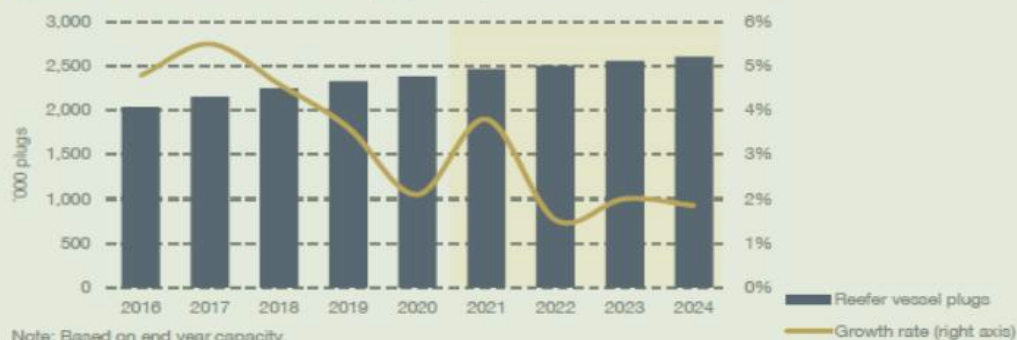


Figure 2.2 Forecast worldwide containerised reefer traffic



Source: Drewry Maritime Research

Figure 4.1 Forecast vessel fleet reefer plug development



Note: Based on end year capacity.

Source: Drewry Maritime Research



重点航线

CPS/NUE2/CEN
NUE/WSA3/ESA3



重点港口

Los Angeles, New York
Manzanillo, San Antonio



重点航线

CEM/FAL3/NE3
MD2/MEX1



重点港口

Felixstowe, Rotterdam
Hamburg, Le Havre



重点航线

AMA/CMEX/RES
HBT/NCS/CEM



重点港口

Jebel Ali, Damman
Taiwan, Malaysia

冷特业务

特殊柜



CPS	TPN	NUE	CEM	MD2	HBT
			Kaohsiung		Lianyungang
Qingdao	Qingdao	Qingdao	Qingdao	Qingdao	Qingdao
Shanghai	Shanghai	Ningbo	Shanghai	Shanghai	
Ningbo	Ningbo	Shanghai	Ningbo	Ningbo	
		Pusan			
	Kaohsiung		Taipei	Kaohsiung	Kaohsiung
	Yantian		Yantian	Yantian	
			Tanjung Pelepas	Singapore	
		Colon			
Los Angeles	Tacoma	Savannah	Rotterdam	Piraeus	
Oakland	Vancouver	Charleston	Felixstowe	La Spezia	
		Boston	Hamburg	Genoa	
		New York		Fos	
				Valencia	



重点货源

车辆/玻璃
机械设备



重点港口

自有船比例高
直挂港口

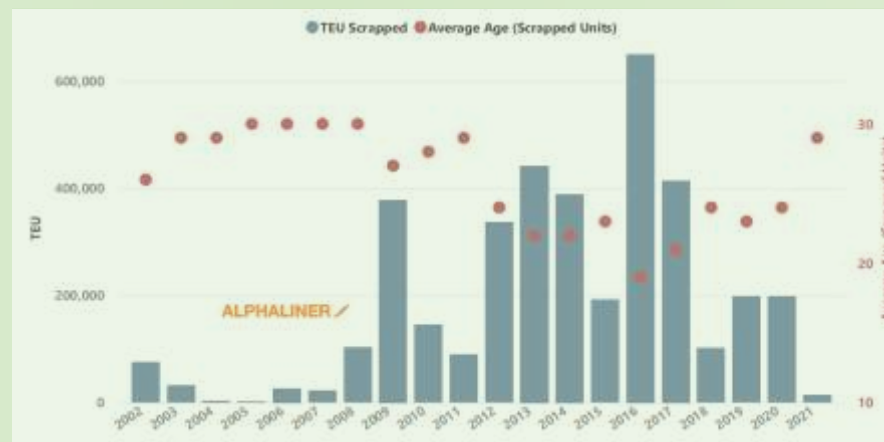


市场策略

In Gauge
SOC Tank

总结展望

未来展望



国际油价

WTI USD99.08/bbl
VLSFO USD878/ton
IFO380 USD672.5/ton



租船市场

8500T USD136,500/Day
4000T USD88,500/Day
1700T USD52,500/Day



拆船市场

2020 89 Units
2021 18 Units

总结展望

未来展望



2
0
2
1

TPA: 1xL,5xS,3xE
AGI: 1xD,1xUX

CIX: 1xUX, CIX2: 2xUX,
CIX3: 1xUX, PMX: 1xUX

CAT: 1xDX
NEAX: 2xUX

AEF: 1UX+1DX+1D+1BK

18B+22C+50
TTL77

KTP: 2C

APG

ISC

AUS

EAFR

ITP

ITP

TPA: 13 x L
AGI: 2 x UX

CIX: 1xUX, CIX2: 2xE,
CIX3: 1xUX, PMX: 1xUX

CAT: 1xE
NEAX: 2xE

AEF: 4UX

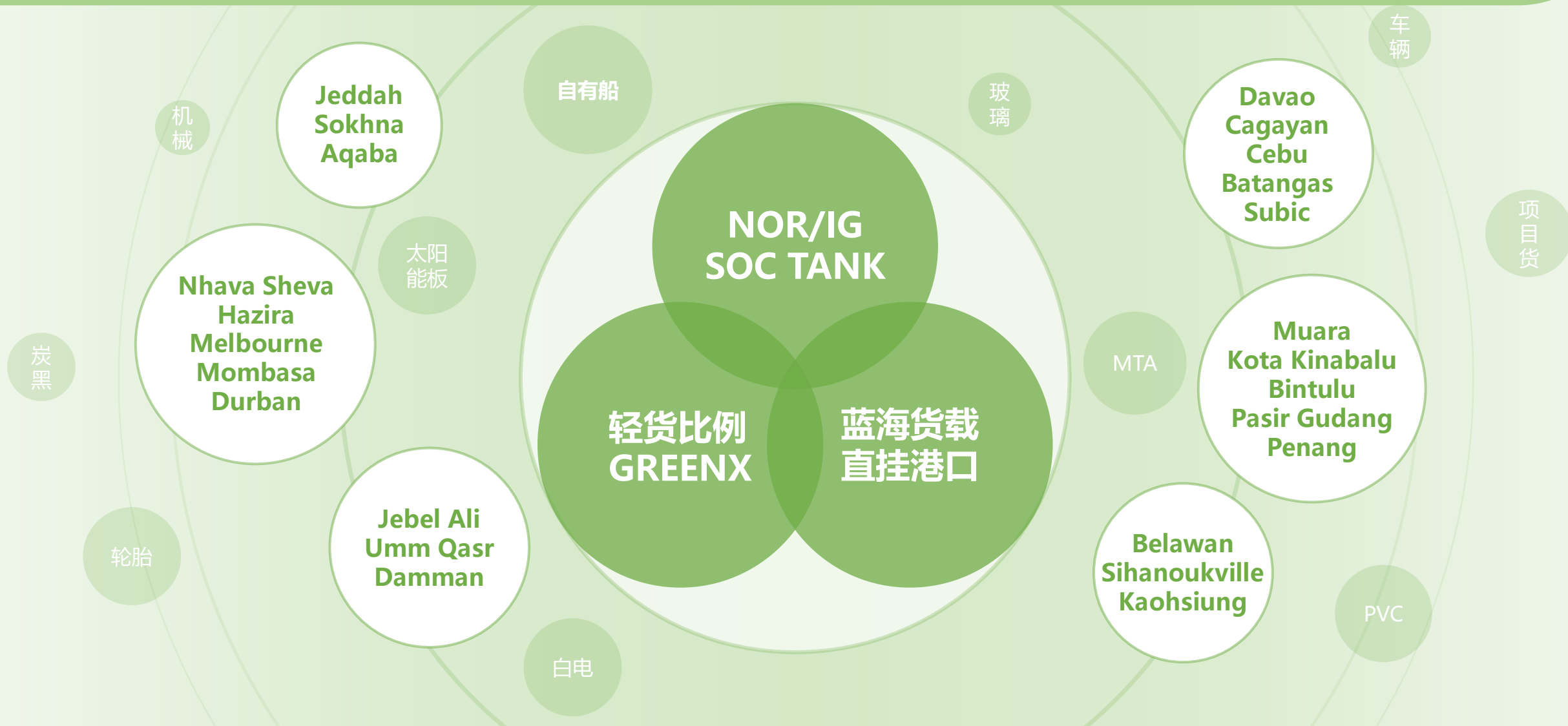
18B+25C+130
TTL84

KTP: 2B+20

2
0
2
2

总结展望

重点回顾



THANK YOU
FOR WATCHING

相关资料来源:



Ship & Bunker



ALPHALINER

INTERNATIONAL MONETARY FUND