

2020 国际海洋经济合作发展论坛

The International Cooperation and Development Forum on Marine Economy 2020

论坛议程

Public Program of the Forum

Shenzhen, Futian Shangri-La 15-16 October 2020

2020 年 10 月 15-16 日

中国深圳 福田香格里拉

后疫情时代，打造更强劲的蓝色经济

"Building a stronger Blue Economy Post Covid 19"

2020 年 10 月 15 日 星期四 Thursday 15 October 2020	
12:30 开始 12:30 – Ongoing	<i>来宾注册</i> <i>Registration of participants</i>
13:45 – 14:15 大宴会厅 2+3 Ballroom 2+3	<i>论坛开幕式</i> <i>Official opening ceremony</i>

	<p>徐松明, 深圳市人民政府副秘书长</p> <p><u>XU Songming, Deputy Secretary-General, Shenzhen Municipal People's Government</u></p> <p>卡琳·肯珀, 世界银行环境及自然资源全球发展实践局局长, 总部: 美国</p> <p>Karin Kemper, Global Director, Environment, Natural Resources and Blue Economy, World Bank, Headquarter : United States of America</p>
<p>14:30 – 15:45</p> <p>大宴会厅 2+3</p> <p>Ballroom 2+3</p>	<p>全体讨论</p> <p>Plenary session</p> <p>展望 2030 年：中国将在全球海洋经济中扮演越来越重要的角色</p> <p><i>Looking at 2030: China's evolving place in the global marine economy</i></p> <p>在 21 世纪的黄金时期, 作为全球海洋经济的主要参与者, 中国的 "蓝色经济" 发挥着关键作用, 预计到 2030 年将有更大突破和进展。中国的船队已经处于世界领先地位, 同时中国也是世界第一大海产品生产国和消费国。中国与德国和英国并列在海上风能方面位于世界前列, 但并没有放缓其快速开发其他海上可再生能源的步伐。在海洋经济的其他领域, 无论是蓝色生物技术, 还是深海海底资源的勘探和开发, 中国都是实现 2030 年发展目标进展较快的国家。</p> <p>China's "blue economy" will play a central role in the country's 21st Century development, as the country becomes also a major player in global marine economy with a number of major advancers expected already by</p>

2030. China's shipping fleet is already the largest in the world while the country is the world's first producer and consumer of seafood products. In the same way China is in the top league, along with Germany and the UK with respect of offshore wind energy and is moving fast in the development of other sources of offshore renewable energies. In all other areas of the marine economy, whether it is blue bio-tech or exploration and exploitation of deep seabed resources, China is among the countries moving the fastest to achieve its development goals towards 2030.

- ✓ 未来 10 年，中国海洋经济的发展将呈现哪些趋势？

What trends will be shaping the development of China's marine economy over the next 10 years?

- ✓ 蓝色经济如何推动经济增长和财富升值，如何促进创新，实现

GDP 从现在的 9.5% 增长到 2030 年的 15% ？

How to develop China's blue economy as an engine of growth and wealth, and encourage even more innovation to have the marine economy grow from around 9.5% of GDP now to around 15% by 2030?

- ✓ 如何提高中国海洋资源利用率和盈利能力，使其达到该领域最

发达国家的水平？

What is needed to increase China's marine resource utilization efficiency and profitability, and bring them to the level of the most developed countries in this domain?

- ✓ 除航运和渔业外，中国在海洋经济的哪些领域有巨大的潜力可

以发展成为世界领先力量？

Beyond shipping and fisheries, what are the areas in the marine economy different activities where China has the potential to emerge as a global leader?

发言嘉宾 Speakers :

王斌， 自然资源部海洋战略规划与经济司司长， 中国

WANG Bin, Director-General of the Department of Marine Strategy, Planning and Economy, Ministry of Natural Resources, People's Republic of China

保罗·霍尔萨斯， 世界海洋理事会主席兼首席执行官， 总部：美国

Paul Holthus, Founding President & Chief Executive Officer, World Ocean Council, Headquarter : United States of America

克劳德·萨马加， Smadja & Smadja 战略咨询公司董事长， 总部：瑞士

Claude Smadja, Chairman, Smadja & Smadja Strategic Advisory, Headquarter : Switzerland

赵伟良， 道达尔集团中国主席， 总部：法国

ZHAO Weiliang, Chairman, Total China, Headquarter : France

高上， 中集海洋工程有限公司战略总监， 总部：中国

GAO Shang, Chief Strategy Officer of CIMC Offshore Engineering, Headquarter : People's Republic of China

主持人 Moderator

杨锐， 钛媒体国际合伙人、原央视著名主持人， 中国

YANG Rui, Partner of International Affairs of TMTPost, former host of CGTN, People's Republic of China

15:45 – 16:00	<p>茶歇 <i>Coffee break</i></p>
<p>16:00 – 17:15</p> <p>大宴会厅 2+3</p> <p>Ballroom 2+3</p>	<p>平行会议</p> <p>Session in parallel</p> <p>面向未来的海洋能：技术创新带来的机会</p> <p><i>Betting on the marine energy as the wave of the future: The technological innovations which will deliver</i></p> <p>全球经济面临下行压力，寻找更低成本的能源来替代传统能源成为大势所趋，这给海洋可再生能源的发展带来了新的增长需求。与此同时，技术创新也为海洋新能源的发展提供了更多的发展空间。海上风能或热能的捕获、潮汐能的开发利用等传统的海洋能源行业将会有大发展，而探索新的海洋可再生能源也成为热门方向，例如探索和开发海水盐差能，通过电化学方法形成浓差电池，一侧是盐水，另一侧是淡水，从而产生海水盐差能发电。</p> <p>Technological innovation is opening up new opportunities for tapping the oceans as an expanding source of renewable energy at economically viable conditions. Whether it is capturing offshore wind energy or thermal energy or plugging into the power of waves and tidal streams or exploring the potentialities of osmotic power – creating through electrochemistry, a concentration cell with saltwater on one side and fresh water on the other, resulting in electricity generation – we are still at the beginning of a long journey to fully leverage the oceans as a source of sustainable renewable energy.</p>

- ✓ 与其他低碳技术相比，目前海洋可再生能源开发的成本仍相对高企，下一步需要采取哪些措施来降低海洋能的开发成本、提高使用收益呢？

What are the next steps in scaling up and making ocean energy harvesting more cost-efficient, as significant cost-reductions are required for ocean energy technologies to compete with other low-carbon technologies ?

- ✓ 海上风能发展多年，技术突破不足和成本居高不下依然是核心症结，有哪些办法能够改善这一现状？

How to address the challenges of remaining technical problems and high costs in the development of offshore wind energy?

- ✓ 中国在风能领域取得了不错的进展和突破，未来如何能够进一步加速中国和世界其他地区海上风能的部署和发展？

After the huge progress achieved recently what could be done to accelerate even more the deployment of offshore wind installations in China and in other parts of the world?

- ✓ 如何解决能力建设和标准化之间的矛盾？

How to address the obstacles of capacity building and standardization?

发言嘉宾 Speakers

彭伟，自然资源部国家海洋技术中心副主任，中国

PENG Wei, Deputy Director of National Ocean Technology Center, Ministry of Natural Resources, People's Republic of China

劳伦·阿尔伯特，Seabased 公司首席执行官兼首席技术官，瑞典

	<p>Laurent Albert, Chief Executive Officer and Chief Technical Officer, Seabased, Sweden</p> <p>陈道毅，清华大学海洋科技中心主任，中国</p> <p>CHEN Daoyi, Director of Marine Technology Research Center, Tsinghua University, People’s Republic of China</p> <p>亨利·杰弗瑞，爱丁堡大学海洋能源系统（OES）主席，英国</p> <p>Henry Jeffrey, Chairman Ocean Energy Systems (OES) University of Edinburgh, United Kingdom</p> <p>菲利普·辛，SINN Power 创始人兼首席执行官，德国</p> <p>Philipp Sinn, Founder & CEO of SINN Power, Germany</p> <p><u>主持人 Moderator:</u></p> <p>吴晨，《经济学人·全球商业评论》主编，中国</p> <p>WU Chen, Chief Editor of The Economist Global Business Review, People’s Republic of China</p>
<p>16:00 – 17:15</p> <p>大宴会厅 1</p> <p>Ballroom 1</p>	<p>平行会议</p> <p>Session in parallel</p> <p>加入全球行动，打击人造海洋污染</p> <p><i>Stepping up the global fight against man-made marine pollution</i></p> <p>随着新冠肺炎导致防护设备在全球范围内的流通，解决海洋人为污染</p>

急剧恶化问题已成为当务之急，这种流通行为会加剧海洋塑料污染的危险——这也是今天对海洋生物和生物多样性最致命的威胁之一。据估计，每年有多达 1200 万吨的塑料进入海洋。到 2050 年，海洋中的塑料比例（以重量计）可能比鱼类更多。但是，除了塑料污染物外，还存在许多其他海洋污染源，例如氮和磷，其加剧了有害藻华的生长，抗生素、重金属、农药、石油和天然气污染，导致许多杂物直接通过河流，雨水或水甚至是风来进入海洋。

What was already a priority challenge given the dramatic spread of the oceans' man-made pollution has become even more pressing as the huge global proliferation of protective equipment created by the fight against the pandemic, is leading to an aggravation of the seas' plastic pollution. This is today one of the most lethal threat to marine life and bio-diversity. It is estimated that up to 12 million metric tons of plastic enter our ocean each year. By 2050 there could be more plastic in the oceans -measured by weight - than fish. However, beyond plastic pollutants there are too many other sources of marine pollution such as nitrogen and phosphorous, antibiotics, heavy metals, pesticides, oil and gas, and many kinds of debris entering the oceans directly, through rivers, stormwater or even the wind.

- ✓ 我们应采取何种措施携起手来建立国家政策，以减少使用一次性塑料、高污染化学品，改善废水管理以确保提高全球效率来应对海洋污染？

What should be done to harmonize national policies against single-use plastic, limiting the use of highly polluting chemicals, improving wastewater management to ensure much greater global efficiency against marine pollution?

- ✓ 哪些激励措施和政策可以帮助传播循环经济，并减少一次性废

弃行为，从而不必通过强硬手段来防止污染？

What incentives and policies could help expand the circular economy, reducing the throw away mentality in order to prevent pollution instead of having to fight it?

- ✓ 如何能够提升公司的技术，使得处理海洋污染成为一项有利可图的业务？

How efficient companies can leverage technologies to make the fight against marine pollution a profitable business?

发言嘉宾 Speakers

刘小峰，DNV GL 大中国区海事咨询总经理、大中国区数字化转型经理，总部：挪威

LIU Xiaofeng, Head of Maritime Advisory China, and Digital Transformation Manager at DNV GL Maritime Greater China, Headquarter : Norway

隆内克·霍利赫克，净洋卫士公益机构首席运营官，总部：荷兰

Lonneke Holierhoek, Chief Operating Officer, The Ocean Cleanup, Headquarter: The Netherlands

贾斯汀·伍德，新加坡终结塑料废物联盟战略合作伙伴关系副总裁，总部：新加坡

Justin Wood, Vice President of Strategic Partnerships, Alliance to End Plastic Waste, Headquarter : Singapore

杨松颖，世界自然基金会（WWF）中国海洋保护项目专家，总部：瑞士

Patrick Yeung, WWF China Ocean Program Expert, Headquarter :

	<p>Switzerland</p> <p>张志卫, 自然资源部第一海洋研究所高级工程师, 中国</p> <p>ZHANG Zhiwei, Senior Engineer of First Institute of Oceanography (FIO), Ministry of Natural Resources (MNR) of China, People's Republic of China</p> <p><u>主持人 Moderator:</u></p> <p>何嘉琪, 深圳卫视主持人, 中国</p> <p>Claire HE, Host of Shenzhen TV, People's Republic of China</p>
<p>16:00 – 17:15</p> <p>景厅</p> <p>Jing Hall</p>	<p>平行论坛</p> <p>Session in parallel</p> <p>深海资源开发：从勘探到开发的可持续性技术和政策</p> <p><i>Deep seabed resources: The technology and policies to move from exploration to sustainable exploitation</i></p> <p>随着对基本金属、深水油气和矿物的需求不断增长，深海资源开发已经成为海洋经济领域最具增长潜力的行业之一。而新技术的发展和应 用，在很大程度上推动了全球深海资源开发的能力。联合国组织国际 海底管理局原本计划在 2020 年推出在国际海域进行深海资源开采的 相关法案。这一法案的推出，将对全球深海资源开发行业乃至更多相 关行业产生重大影响。虽然今年新冠疫情影响推迟了国际深海采矿法</p>

的讨论和推行，但随着数字化技术的发展、相关法律条款的完善，以及深海生态环境保护的要求，可以预见深海资源开发领域将发生重大变化。

As the demand for base metals and minerals keeps increasing new technological developments are helping to enable the still emerging deep seabed mining industry meet the demand. 2020 was supposed to be a crucial year for deep-seabed mining. But the coronavirus pandemic has upended the planning to adopt an international mining code during this year. This mining code to be enforced by the International Seabed Authority – a UN organization – will comprise regulations defining the conditions for the extraction of cobalt, nickel and other minerals in the deep ocean beyond national jurisdiction . The July meeting has been postponed to October 2020 with the view of finalizing the code, but the issue of environmental protection remains a big bone of contention, and the pandemic has also slowed down all scientific research about deep sea ecosystems. However, many industry players consider that we are now getting close to a breakthrough.

- ✓ 哪些勘探技术最具发展前景？哪些区域是未来深海资源开发的重点发展区域？

What is the picture for prospecting and exploration in terms of technological capabilities and where are the most promising regional opportunities?

- ✓ 开发深层油气时要解决哪些挑战？新技术能起到什么作用？

What challenges to address when drilling deep for oil and gas? How new technological developments could help?

- ✓ 后疫情时代，技术的发展和日益增长的石油需求是否有助于深海资源开发，以加大深海油气资源的开发和利用？

Are the technology developments and prospects for increased demand for oil exploration post Covid-19, inducing operators to look

at new investments in deep sea projects to access oil & gas resources very deep under the sea floor.

✓ 后疫情时代，全球金属和深海油气需求将有何变化？

How to assess the evolution for metal and deep water oil & gas demand in a post Covid global economy?

发言嘉宾 Speakers

李波，中国大洋协会办公室副主任，中国

LI Bo, Deputy Director of Office, China Ocean Mineral Resources Research and Development Association, People's Republic of China

安迪，美国船级社（中国）有限公司水下和采矿运营总经理，总部：美国

Andrew Lipman, Director of Subsea and Mining Operations, ABS Great China, Headquarter :United States of America

孙贤胜，国际能源论坛(IEF)原秘书长，中国

SUN Xiansheng, Former Secretary General of International Energy Forum (IEF), People's Republic of China

唐新孝，深圳市金航深海矿产开发集团董事长，总部：中国

TANG Xinxiao, Chairman, Shenzhen Jinhang Deep Sea Mineral Development Group, Headquarter : People's Republic of China

李孙伟，清华大学深圳国际研究生院助理教授，中国

Sam LI, Assistant Professor of Shenzhen International Graduate School,

	<p>Tsinghua University, People’s Republic of China</p> <p><u>主持人 Moderator:</u></p> <p>孙安然, 中国自然资源报全媒体记者, 中国</p> <p>SUN Anran, Media Reporter, China Natural Resources News, People’s Republic of China</p>
<p>17:30– 18:45</p> <p>大宴会厅 2+3</p> <p>Ballroom 2+3</p>	<p>全体平行讨论</p> <p>Plenary Session in parallel</p> <p>全球贸易新形势下的航运业未来</p> <p><i>What future for the shipping industry in a new international trade landscape?</i></p> <p>除了新冠疫情造成的全球经济衰退的影响之外，地缘政治摩擦与气候变化压力，多边贸易系统的恶化，贸易保护主义及政策的加剧，以及新卫生法规等因素的冲击，使得航运业必须适应全球供应链的重组及新型“就近资源”采购方法。由于航运业仍受新冠疫情导致的全球贸易活动急剧下降的不利影响，因此其适应这些新趋势所带来的挑战变得更加困难重重。干散货船和油轮船等商品船的需求与运费也急剧下降。波罗的海好望角指数（BCI）在近 30 年的历史中首次出现负值波动。</p> <p>The shipping industry is now confronting a changed global environment as a result of trends in the macroeconomic as well as geopolitical domains which have been amplified by the Covid pandemic. In addition to the impact of the global recession generated by the pandemic, the industry has to adjust to the redrawing of global supply chains, the deterioration of the multilateral</p>

trade system, with rising protectionist policies, the impact of the new health and sanitations rules. Adjusting to the challenges created by these new trends is made even more difficult as the shipping industry is still reeling from the dramatic decline of global economic activity triggered by the pandemic. The Baltic Capsize Index (BCI) has moved during the year into negative territory for the first time in its almost 30-year history. It is an implicit proxy for industrial activity and production in China and other industrial centers which – after a very steep decline - has now moved up since then.

- ✓ 展望 2021 年，整个航运业将如何开展生产活动？

Looking towards 2021 how does the overall shipping industry look like in terms of patterns of activity?

- ✓ 全球供应链和航运业目前的运作方式与其数十年来的运作方式相比发生了极大改变，那么在这些改变中哪些是关键性改变而它们对于航运业的调整方式又意味着什么呢？

As global supply chains and shipping will be different from how they had worked so far, what actions will help sustain the profitability of shipping companies?

- ✓ 航运业是否有可能要面临行业新整合浪潮？

Is a new wave of consolidation of the shipping industry in the cards?

发言嘉宾 Speakers

查理·霍克里斯，航运大数据公司 VesselsValue 中国/东亚地区负责人，总部：英国

Charlie Hockless, Head of China/SE Asia, VesselsValue Ltd,
Headquarter : United Kingdom

	<p>李彦庆，中国船舶工业行业协会秘书长，中国</p> <p>LI Yanqing, Secretary General of China Association of National Shipbuilding Industry, People's Republic of China</p> <p>乔治斯 E. 保罗诺斯，ENESEL S.A.船舶管理公司首席执行官，总部：希腊</p> <p>Georgios E. Poularas, Chief Executive Officer, ENESEL S.A., Headquarter : Greece</p> <p>彼得·斯托克斯，拉扎德（Lazard）高级顾问和航运主管、全球海事论坛主席，总部：英国</p> <p>Peter Stokes, Senior Adviser and Head of Shipping, Lazard and Chairman of the Global Maritime Forum, Headquarter : United Kingdom</p> <p>庄炜，波罗的海航运公会(BIMCO)亚洲区总经理，总部：丹麦</p> <p>Wei Zhuang, Regional Manager Asia, BIMCO, Headquarter : Denmark</p> <p><u>主持人 Moderator</u> 董雪，CGTN 主持人，中国 Serena Dong, Host of CGTN, People's Republic of China</p>
<p>17:30 – 18:45</p> <p>大宴会厅 1</p> <p>Ballroom 1</p>	<p>全体平行讨论</p> <p>Plenary Session in parallel</p> <p><i>应对日益严峻的海洋安全问题</i></p> <p><i>Coming up with the right answers to the increasing threats to maritime</i></p>

security

随着海洋行业数字化的加速发展，信息网络加强了船舶与船舶、船舶与企业之间的联系，但也随之导致了海洋网络安全问题愈发紧迫。大多数海洋保险都不包括因网络攻击而造成的损失，同时，安全性差、性能低下的防火墙又使得海洋供应链以及整个海洋产业变得异常脆弱。船东面临巨大压力，一方面他们必须遵守 2021 年 1 月生效的国际海事组织(IMO)关于网络安全的新规定，另一方面还要不断强化资产保护，以防陷入网络安全的陷阱。但是，除了网络威胁以外，海事产业也不得不防海盗和恐怖主义。如今海洋具有跨时代的重要战略意义，近 80% 的全球贸易都通过船体运输来进行，因此海上安全对于全世界所有国家来说都意义非凡，但大众对此却知之甚少。

As the digitization of the marine industry accelerates and ships are more and more connected and integrated into corporate IT networks the issue of marine cybersecurity is acquiring ever more urgency. Most standard marine insurance policies exclude financial protection against any form of cyber-attack, while lax security and poorly-performing firewalls make ocean supply chains, and industries as a whole, exceptionally vulnerable. Ship owners are under pressure to comply with the new International Maritime Organization (IMO) regulations on cybersecurity coming into force in January 2021 and to increase the protection of their assets from rising cyber threats. However, cyber-threats are not the only security challenge facing the maritime industry as it has also to contend with piracy and terrorism. The general public might not realize that the sea is more than ever of great strategic importance, as nearly 80% of global trade is transported in ships' hulls, and how threats to security at sea have a real impact for almost all countries around the world.

✓ 我们已在协调国际海事安全等多方面取得了巨大进展，那么接

下来如何才能更加有效应对牵涉国家、国际组织、行业协会、公司、智囊团、民事和军事决策者等更多主体的海上安全挑战？

While there has already been significant progress in coordinating international action on maritime security, what additional steps are needed to increase the efficiency of the responses to maritime security challenges which involve a number of different players?

- ✓ 如何增强私营部门管理者在海上安全中的作用？

How to enhance the role of private sector actors in maritime security?

发言嘉宾 Speakers:

刘小峰, DNV GL 大中国区海事咨询总经理、大中国区数字化转型经理, 总部 : 挪威

LIU Xiaofeng, Head of Maritime Advisory China, and Digital Transformation Manager at DNV GL Maritime Greater China, Headquarter : Norway

大卫 A. 路丁格, 科文顿·柏灵律师事务所保险业务合伙人, 总部 : 美国

David A. Luttinger Jr., Partner Insurance Practice, Covington & Burling, Headquarter : United States of America

牟林, 深圳大学海洋研究中心副主任, 中国

Lin Mu, Deputy Director of Ocean Research Center of Shenzhen University, People's Republic of China.

	<p>王义桅，中国人民大学欧盟“让-莫内”讲席教授，国际关系学院博士生导师，中国</p> <p>WANG Yiwei, Jean Monnet Chair Professor, Director of Institute of International Affairs, Director of Center for European Studies at Renmin University of China, People’s Republic of China</p> <p><u>主持人 Moderator:</u></p> <p>吴晨，《经济学人·全球商业评论》主编，中国</p> <p>WU Chen, Chief Editor of The Economist Global Business Review, People’s Republic of China</p>
<p>2020 年 10 月 16 日 星期五 Friday 16 October 2020</p>	
<p>08:45 – 10:00</p> <p>景厅</p> <p>Jing Hall</p>	<p>全体平行会议</p> <p>Plenary in parallel</p> <p><i>海洋投资的未来：用负责任的方式创造财富</i></p> <p><i>Managing ocean investments for wealth and growth creation in a responsible way</i></p> <p>如今，投资者对蓝色经济越发关注，这是因为这一新兴经济模式能够为其带来 2.5 到 3 万亿美元的经济产值，且预计到 2030 年还将以全球整体经济的两倍速度增长。但是，由于对该行业缺乏专业认知、缺乏专业投资项目的加持，对于为可持续蓝色经济提供资金仍然面临着许多挑战。不过，人们也越来越意识到，在减缓气候变化方面，特别是</p>

海洋可再生能源领域，涌现出了许多投资机遇，例如减缓海洋污染的相关技术、沿海和海洋旅游，以及可持续发展渔业和水产养殖业等相关产业。

Interest in the blue economy has been growing among investors as this sector represents today between US\$ 2.5 and 3 trillion of economic output and is expected to grow at twice the rate of the overall global economy by 2030. However, financing a sustainable blue economy remains fraught with many challenges, whether it is the lack of industry expertise, or sometimes a lack of investment-grade projects. There is however a growing awareness that a number of investment opportunities now exist in activities linked to climate change mitigation especially the whole domain of marine renewables - the technologies linked to fighting marine pollution and in the domains of coastal and marine tourism as well as in sustainable fisheries and aquaculture.

- ✓ 哪些创新型金融方法可以降低人们对海洋经济某些领域进行投资的相关风险？

What innovative finance approaches could help reduce risks associated with investing in some sectors of the marine economy?

- ✓ 如何通过降低风险、促进创新来激励私营企业投资？应该做出哪些努力来建立或完善相关治理框架？

What is required to create or improve the governance framework that will help incentivize responsible private sector investments by reducing risks and promoting innovation?

- ✓ 海洋经济中的哪些领域最具有投资价值和潜力？

Are there investment areas in the marine economy which look more promising than others?

- ✓ 公私合作伙伴关系可以促进可持续海洋经济的投资吗？成功因素是什么？

Can Public/Private Partnerships help boost investments in a sustainable marine economy? And what would the success factors be for that?

发言嘉宾 Speakers:

马伦·霍斯·鲍尔, Fynd Ocean Ventures 执行合伙人兼创始人, 总部 : 挪威

Maren Hjorth Bauer, Managing Partner and Founder, Fynd Ocean Ventures, Headquarter : Norway

玛丽莎·德鲁, 瑞信影响力、咨询和财务首席执行官, 总部 : 瑞士

Marisa Drew, CEO Impact, Advisory and Finance, Credit Suisse, Headquarter : Switzerland

保罗·霍尔萨斯, 世界海洋理事会主席兼首席执行官, 总部 : 美国

Paul Holthus, Founding President & Chief Executive Officer, World Ocean Council, Headquarter : United States of America.

于亚, 中国国际海运集装箱 (集团) 股份有限公司党委副书记, 中国

YU Ya, Vice Secretary of the Party Committee, China International Marine Containers (Group) Ltd., People's Republic of China

周华, 大成律师事务所律师合伙人, 总部 : 中国

ZHOU Hua, Partner of China Headquarters, Dentons Law Firm, Headquarter: People's Republic of China

	<p><u>主持人 Moderator:</u></p> <p>冯羽, 《环球时报》英文版上海执行主编, 中国</p> <p>FENG Yu, Managing Director, the Global Times Shanghai Newsroom, People's Republic of China</p>
<p>08:45 – 10:00</p> <p>大宴会厅 1</p> <p>Ballroom 1</p>	<p>全体平行会议</p> <p>Plenary in parallel</p> <p>全球海洋治理：需要大跨越发展</p> <p><i>Global ocean governance: Addressing the need for a big leap forward</i></p> <p>联合国《2030年可持续发展议程》所提出的可持续发展目标 14 是“保护和可持续性利用海洋和海洋资源”。然而，尽管人们日益认识到要减轻对海洋资源的压力，并应以更加可持续和合理的方式使用这些资源，及巩固海洋国际治理框架，目前仍未有所成效且面临诸多挑战。由于国家管辖范围以外的地区占海洋表面的 65%，因此这些地区不受任何单一政府管辖及监视，这样则导致了这些地区被过度开发，污染及退化。但这些海洋地区生物多样性及其资源丰富，在地球氧气生产和碳储存方面起着至关重要的作用。2015 年，联合国大会通过了一项决议并根据《联合国海洋法公约》制定了具有法律约束力的文书，其目的旨在保护和可持续利用国家管辖范围以外区域的海洋生物多样性。</p> <p>The Sustainable Development Goal 14 of the United Nations' 2030 Agenda for Sustainable Development, is “to conserve and sustainably use the</p>

oceans, seas and marine resources ». However, while there is an increasing realization that the pressure on oceans' resources needs to be reduced and that these resources should be used in a much more rational manner, there is also a general recognition that the ocean international governance framework needs to be strengthened, progress in that direction remains fraught with many difficulties. As Areas Beyond National Jurisdiction represent 65% of the surface of the oceans and are beyond any single government authority and surveillance they are subject to overexploitation, pollution and degradation. And these parts of the oceans are rich in biodiversity and resources and play a critical role in oxygen production and carbon storage. In 2015 the UN General Assembly passed a resolution to develop a legally-binding instrument under the UN Convention on the Law of the Sea for the conservation and sustainable use of marine biological diversity in Areas Beyond National Jurisdiction.

- ✓ 尽管各国政府已经认识到需要采取更为综合的海洋治理方法，
但为什么到现在仍未有所成效？造成这种情况的原因是什么？
为加速开发海洋治理方案与方法，我们需采取什么行动？
Why is it so difficult to achieve a more integrated approach to ocean governance, and what are the possible actions for accelerating the development of this much needed integrated approach?
- ✓ 在国家管辖范围以外的地区，哪些地区最迫切需要通过公认法规规范来管理？
What are the areas where there is the most pressing need for accepted international regulations in Areas Beyond National Jurisdiction ?
- ✓ 尽管各国做出了广泛承诺，但我们还是要采用生态系统方法，
将生物多样性保护纳入海洋管理等方面。在涉及国家管辖范围以外地区的生产活动时，各国在如何应用和理解这些原则方面仍然存在较大分歧。为落实这些原则以达成具有约束力的规范，

我们可能会面临哪些情况？

While a broad range of commitments have been made by states to adopt ecosystem approaches, integrate biodiversity conservation into ocean management there remain significant differences in how those principles are applied and understood when it comes to activities in Areas Beyond National Jurisdiction (ABNJ). What are the possibilities for achieving binding norms for the application of these principles ?

发言嘉宾 Speakers:

潘新春，中国海洋发展基金会秘书长，中国

PAN Xinchun, Secretary-General of China Oceanic Development Foundation, People's Republic of China

朱利安·罗切特，可持续发展和国际关系研究所(IDDRI)海洋计划主管，总部：法国

Julien Rochette, Ocean Programme Director, IDDRI, Headquarter: France

弗拉德米尔·莱比宁，联合国教科文组织政府间海洋学委员会执行秘书，总部：法国

Vladimir Ryabinin, Executive Secretary, Intergovernmental Oceanographic Commission UNESCO, Headquarter: France

唐冬梅，自然资源部海洋战略规划与经济司处长，中国

Julia TANG, Division Director for Marine Strategy, Department of Marine Strategy, Ministry of National Resources, People's Republic of

	<p>China</p> <p>张春宇, 中国社会科学院研究员, 中国</p> <p>ZHANG Chunyu, Research Fellow, Chinese Academy of Social Sciences, People's Republic of China</p> <p><u>主持人 Moderator</u></p> <p>杨锐, 钛媒体国际合伙人、原央视著名主持人, 中国</p> <p>YANG Rui, Partner of International Affairs of TMTPost, former host of CGTN, People's Republic of China</p>
<p>10:10– 11:25</p> <p>大宴会厅 1</p> <p>Ballroom 1</p>	<p>平行会议</p> <p>Session in parallel</p> <p>数字化和物联网, 智慧港口和智慧物流的新未来</p> <p><i>Digitalization and IoT: The way to smart ports and logistics</i></p> <p>随着人们对次日交割和灵活配送的期望越来越高, 港口供应链的收益与日维艰。对设在港口的配送设施的需求日益增长, 将导致以港口为中心的物流扩张。另一方面, 船舶规模的稳步增长使得港口当局需增建基础设施, 并更新相应技术, 这样才能够有效管理这些大型船舶。</p> <p>Ports are under pressure to add value to the entire supply chain as the expectations increase for one-day-delivery and for flexible distribution networks. The growing demand for distribution facilities located in ports will increasingly lead to the expansion of port-centric logistics. On the other hand, the steady increase of ships size is making it imperative for ports authorities to create the infrastructure and acquire and master the technologies that will enable them to manage efficiently these ever bigger vessels.</p>

- ✓ 从获取和使用颠覆性技术以及港口管理的角度来看，从自动化港口向智能化港口的转变意味着什么？

What does the move from automated ports to intelligent ports mean in terms of acquisition, use of disruptive technologies and ports management?

- ✓ 新技术将如何优化海上物流？

How will new technologies optimize maritime logistics?

- ✓ 为了响应消费者对绿色产品和工艺的更大需求，港口和物流行业应采取哪些措施，以实现循环供应链而不是单一线性供应链？

What are the next steps for the ports and logistics industry to adjust to supply chains becoming more circular than linear as a response to the greater consumer demand for greener products and processes?

- ✓ 打造 21 世纪智能港口和先进的物流产业，如何确保其良性的投资回报？

What conditions to ensure a good return on the investment needed for creating the smart ports and logistics of the 21st century?

发言嘉宾 Speakers:

理查德·赫普沃思，特瑞堡航运与基建业务部运营总裁，总部：瑞典

Richard Hepworth, Business Unit President for Trelleborg's marine and infrastructure operation, Headquarter: Sweden

金恩雨, 韩国水产开发院上海代表处代表, 韩国

Eunwoo Kim, Representative of China Research Center of Korea Maritime Institute(KMI), South Korea

彭俊松, SAP 中国首席数字官和副总裁, 总部: 德国

PENG Junsong, Chief Digital Officer and Vice President of SAP China, Headquarter: Germany

卡诺·特诺沃, Awake.AI 联合创始人兼首席执行官, 芬兰

Karno Tenovuo, Co-Founder & Chief Executive Officer, Awake.AI, Finland

鲍里斯·温泽尔, 达飞海运董事总经理, 总部: 法国

Boris Wenzel, Managing Director, Terminal Link SAS, Headquarter: France

谭路, 招商局港口集团股份有限公司运营管理部高级经理

Luke TAN, Senior Manager Operations department, China

Merchants Port Holding

主持人 Moderator:

钱童心, 第一财经记者, 中国

	<p>Charlene QIAN, Yicai Global Journalist, People’s Republic of China</p>
<p>10:10 – 11:25</p> <p>景厅</p> <p>Jing Hall</p>	<p>平行会议</p> <p>Session in parallel</p> <p>科技重塑船舶与海工装备业</p> <p><i>Leveraging the technologies that are reshaping the marine engineering industry</i></p> <p>技术创新往往伴随着巨大的投入和风险，使得全球的船东都不愿意轻易尝试新技术。但是降低成本、提高效率和减少排放等外部压力正在驱使包括传统造船业等在内的海工装备企业加快采用前沿技术的步伐。可以预见，21世纪的智能船舶等海工装备企业将与以往有很大不同，不仅采用数字化、人工智能和大数据等互联网技术，也会充分利用机器人、新材料和传感器等前沿技术来重塑行业本身。</p> <p>While ship owners are generally cautious when it comes to new technology, climate change pressures are forcing the shipping industry to accelerate its move towards integrating the latest technologies in the marine engineering equipment sector whether in the domain of electronic and mechanical engineering or decarbonization, looking at all the options that will help reduce cost, increase efficiency and reduce emissions. In the same way, the drive for greater cost efficiency is also increasing the pace towards the digitization of the industry. The smart ship of the 21st century will integrate and leverage the latest capabilities in terms of engineering, leveraging of AI and big data along with a number of connected technologies to improve efficiency, ship performance. Smart ships will also have to make full use of the possibilities offered by robotics, advanced materials, new generation of sensors etc.</p>

- ✓ 海工装备业的哪些领域最具发展潜力？

What are the latest most promising developments in the marine engineering industry?

- ✓ 疫情是否会加速传统航运朝智慧航运转型？

How to assess the impact of the pandemic with respect to the ability of the shipping industry to finance its move towards smart shipping?

- ✓ 新排放标准对航运业推行低碳化方面有什么影响？

Assessing the impact of new emissions standards on the decarbonization of shipping?

- ✓ 海工装备业如何应对航运业智能化、高科技化发展的趋势？

How is the marine engineering equipment industry responding to the trend towards increasingly smart ships.

发言嘉宾 Speakers:

欧德纳, ABB 船舶与港口中国区总经理, 总部: 瑞士

Alf Kare Adnanes, General Manager, ABB Marine & Ports China,
Headquarter: Switzerland

陈斌, 上海振华重工(集团)股份有限公司副总裁, 总部: 中国

Chen Bin, Vice President, Shanghai Zhenhua Port Machinery Co., Ltd.,
Headquarter: People's Republic of China

乔安澜, 佐敦公司东北亚区域海事总监兼挪威商业协会中国分会主席,
总部: 挪威

Morten Sten Johansen, Regional Marine Director, North East Asia at Jotun

	<p>and Chairman of Norwegian Business Association China, Headquarter: Norway</p> <p>李常伟, 海兰信科技集团总工程师, 总部: 中国</p> <p>LI Changwei, Chief Engineer of Highland Technology Group, Headquarter: People's Republic of China</p> <p>拉杰什·乌尼, Synergy Marine Group 创始人兼首席执行官, 总部: 新加坡</p> <p>Rajesh Unni, Founder & Chief Executive Officer, Synergy Marine Group, Headquarter: Singapore</p> <p><u>主持人 Moderator:</u></p> <p>冯羽, 《环球时报》英文版上海执行主编, 中国</p> <p>FENG Yu, Managing Director, the Global Times Shanghai Newsroom, People's Republic of China</p>
<p>10:10 – 11:25</p> <p>演播厅</p> <p>Auditorium</p>	<p>平行会议</p> <p>Session in parallel</p> <p><i>从岸线旅游到海洋旅游, 蓬勃发展的新行业</i></p> <p><i>From coastal tourism to marine tourism: Strategies for a fast growth sector</i></p> <p>新冠肺炎给海洋与沿海旅游业带来了沉重打击。据经合组织预估, 全</p>

球海洋旅游业产值约为 3900 亿美元，若全面恢复并使其步入正轨则需要一段时间。从邮轮在海上搁浅且急需许可来准许其停靠港口的景象我们可以看到，邮轮旅游业也受到了疫情的严重打击。此次疫情将会给邮轮施加巨大压力，即迫使其不仅需要实施更为严格的医疗保健安全措施和监控，而且还需对诸如消毒机器人的新技术进行投资。每年创造 360 亿美元收入的珊瑚礁旅游业，也正在遭受收入下降所带来的近期开采压力。

Ocean and coastal tourism has suffered a big blow from the Covid 19 Pandemic. Global ocean tourism was estimated by the OECD at US\$ 390 billion and it will take some time for the industry to recover and resume its growth trajectory. The pandemic will put pressure on cruise companies not only to implement tighter healthcare safety measures and monitoring but also to invest in new technologies such as sterilization robots. Coral reef tourism has been generating US\$ 36 billion revenues per year and the risk is that lost revenues may increase pressure for near-term exploitation.

- ✓ 海洋与沿海旅游业需要多久可以回归常态？

How long will it take for ocean and coastal tourism to fully recover and get back to its previous growth pattern?

- ✓ 新冠疫情会在多大程度上加速公众对更加安全的蓝色旅游业的期望和需求？

To what extent will the pandemic accelerate public expectations and demand for a bluer” blue tourism”?

- ✓ 新冠疫情会导致小规模海洋和沿海旅游业的转变吗？

Will the pandemic generate a shift towards small scale ocean and coastal tourism?

- ✓ 海洋和沿海旅游业经营者需要加大多少投资力度才能满足疫情后卫生安全和可持续性发展要求？

What is the scale of investments needed from ocean and coastal

tourism operators in the post Covid era and what is required to ensure the profitability of these investments?

发言嘉宾 Speakers:

亚历珊德拉·德拉戈塞特, Sea Going Green 创始人兼首席执行官, 荷兰

Aleksandra Dragozet, Founder & CEO, Sea Going Green, Headquarter: The Netherlands

晓昱, 中国杯国际帆船赛联合创始人兼首席运营官, 总部: 中国

XIAO Yu, Co-Founder and Chief Operating Officers of China Cup International Regatta, Headquarter: People's Republic of China

谢啸, 赞那度精品旅行网首席运营官, 总部: 中国

Rick XIE, Chief Operating Officer, Zanadu, Headquarter: People's Republic of China

张玫, 碧山旅行创始人兼首席执行官, 总部: 中国

Mei ZHANG, Founder & Chief Executive Officer, WildChina, Headquarter: People's Republic of China

主持人 Moderator

董雪, CGTN 主持人, 中国

Serena Dong, Host of CGTN, People's Republic of China

<p>11:30 – 12:30</p> <p>大宴会厅 1</p> <p>Ballroom 1</p>	<p>全体会议</p> <p>Plenary Session</p> <p>应对海洋气候变化的关键技术和政策</p> <p><i>The oceans at the front line of the fight against climate change: The technologies and policies to make the difference</i></p> <p>海洋和沿海地区提供了人类生存和发展的关键生态系统，例如碳储存，氧气产生，粮食生存和经济增长等，但现在由于海洋变暖和温室气体排放产生的酸化而受到威胁。与此同时，海洋虽然受到气候变化的破坏，但它也是气候变化问题很好解决者。例如，海洋是潜在的无污染可再生能源的巨大来源，有助于减少温室气体的排放；“蓝色碳”-世界海洋和沿海生态系统捕获的二氧化碳-可能为长期封存和储存碳提供解决方案。</p> <p>The ocean and coastal areas provide critical ecosystem services such as carbon storage, oxygen generation, food and income generation now endangered by the oceans warming and acidification generated by greenhouse gas emissions. However, oceans are as much damaged by climate change as they are – or should be – part of the solution in fighting climate change. For instance, oceans represent a potential huge source of non-polluting renewable energy helping to reduce greenhouse gas emissions. « Blue carbon » - the carbon dioxide captured by the world’s ocean and coastal ecosystems - may provide a solution for the long-term sequestration and storage of carbon.</p> <p>✓ 哪些海洋可持续发展行动将为应对气候变化做出巨大贡献？</p> <p>What oceans sustainability actions will provide the best contribution to the fight against climate change ?</p>
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- ✓ 如何建立最有效的公共/私人合作伙伴关系来保护海洋，从而使之成为应对气候变化的有机组成部分？

How to create the most efficient Public/Private Partnerships in protecting the oceans and thus making them an integral part of the fight against climate change?

- ✓ 如何确保私营部门关于海洋活动可持续性和减缓气候变化的举措在经济上仍然可行？

What ways to ensure that private sector initiatives towards the sustainability of oceans activities and climate change mitigation remain economically viable?

发言嘉宾 Speakers:

安·杰妮特·格劳布，世界银行东亚及太平洋环境、自然资源和蓝色经济事务经理，总部：美国

Ann Jeannette Glauber, Practice Manager, Environment, Natural Resources & Blue Economy Global Practice, East Asia and the Pacific of World Bank, Headquarter: United States of America

葛克礼，挪威王国驻北京大使馆环境参赞，挪威

Christoffer Grønstad, Environment Councillor, Royal Norwegian Embassy in Beijing, Norway

诺乌瑶 N. 诺克维，环印度洋地区合作联盟（RIM）秘书长，毛里求斯共和国

Nomvuyo N. Nokwe, Secretary General, Indian Ocean RIM Association,

	<p>Republic of Mauritius</p> <p>杰森·斯考斯, 蓝色经济中心主任, 美国</p> <p>Jason Scorse, Director of the Center for the Blue Economy, USA</p> <p>约翰·坦泽, 世界自然基金会海洋事务领导人, 总部: 瑞士</p> <p>John Tanzer, Oceans Practice Leader, WWF International, Headquarter: Switzerland</p> <p>于福江, 国家海洋环境预报中心主任, 中国</p> <p>YU Fujiang, Director of National Marine Environmental Forecasting Center, People's Republic of China</p> <p><u>主持人 Moderator:</u></p> <p>克劳德·萨马加, Smadja & Smadja 战略咨询公司董事长, 总部: 瑞士</p> <p>Claude Smadja, Chairman, Smadja & Smadja Strategic Advisory, Headquarter: Switzerland</p>
12:30 – 12:45	<p><i>总结: 会议收获</i></p> <p><i>Concluding remarks: What we take home</i></p>

日程请以实际情况为准, 嘉宾排名顺序不分先后。

The actual situation shall prevail. Guest Speakers are ranked in any order.