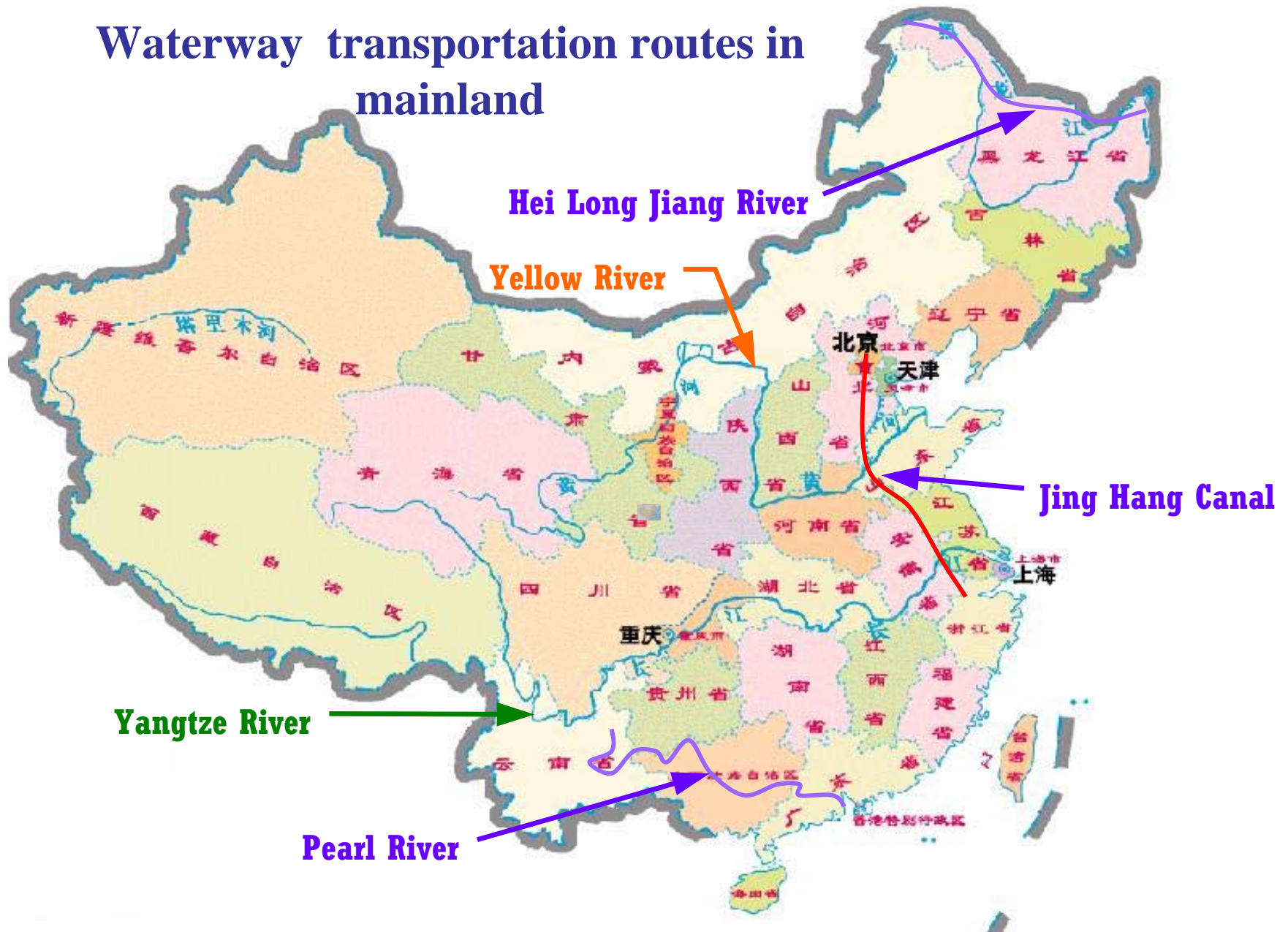


Development of Gateway and Corridors in China

YANG Zan

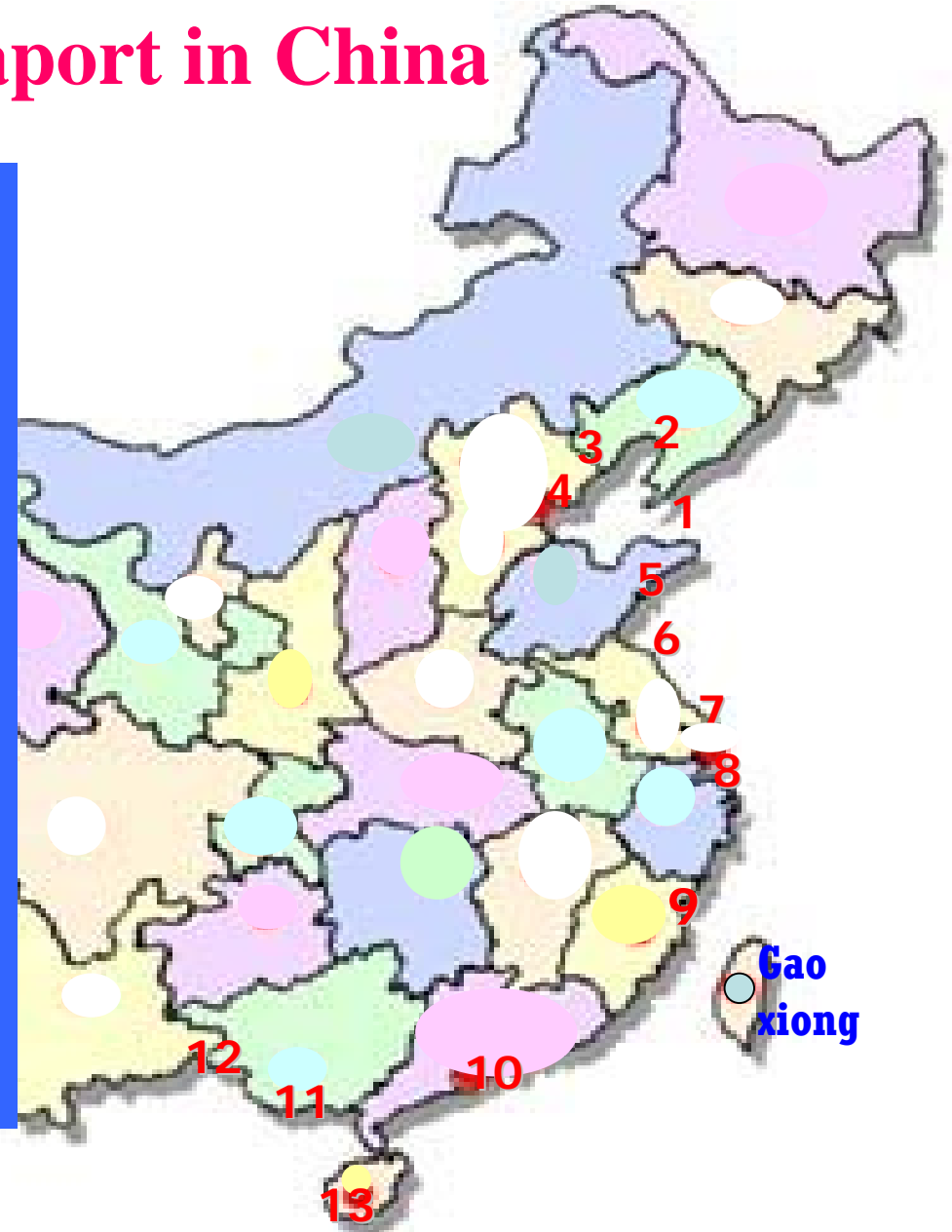
Department of Waterway Transport

Waterway transportation routes in mainland



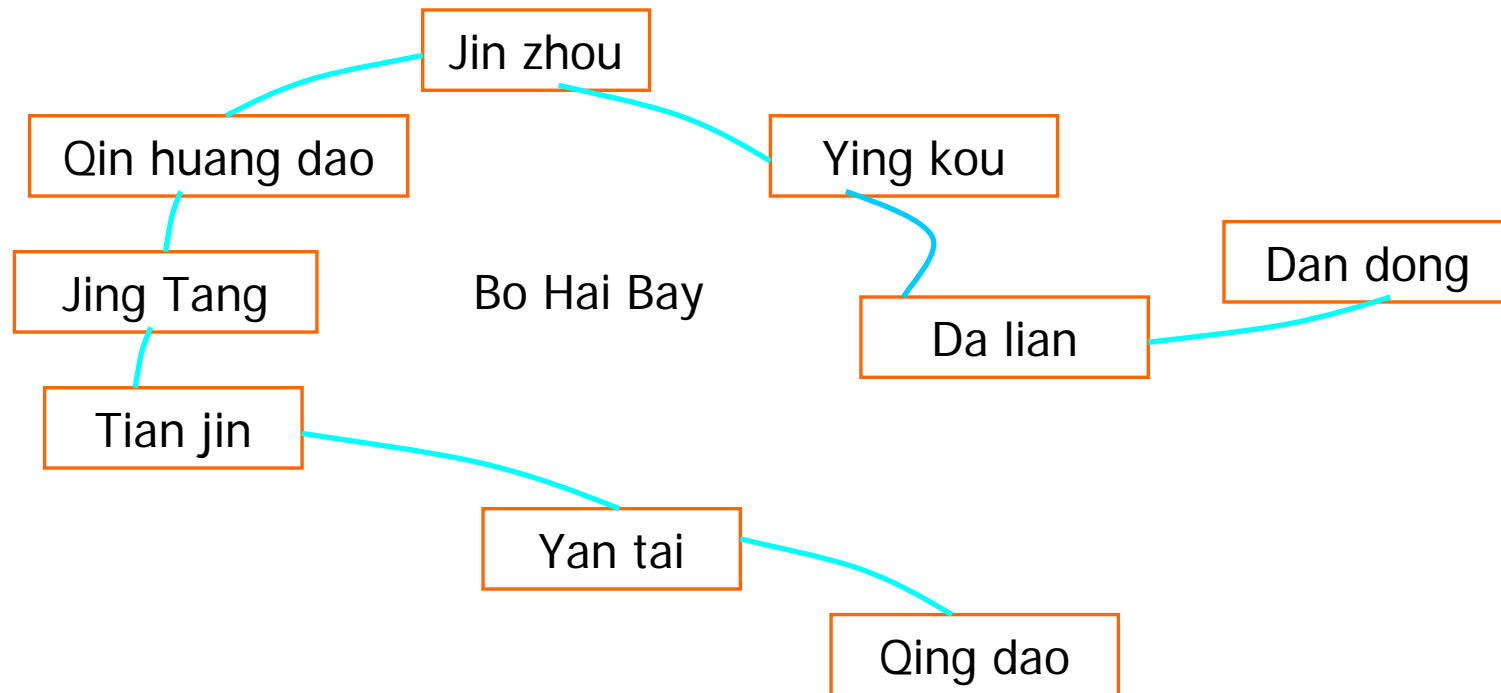
Main Seaport in China

1. Da Lian
2. Ying Kou
3. Qin Huang Dao
4. Tian Jin
5. Qing Dao
6. Lian Yun Gang
7. Shang Hai
8. Ning Bo
9. Xia Men
10. Shen Zhen, Guang
Zhou, Hong kong
11. Zhan Jiang
12. Fang Cheng
13. Hai Kou



- **Coastline: 8,000 kilometers**
- **River (suitable for waterborne transportation): 15,000 kilometers**
- **Ports in total: 1467 (main land only)**
- **Seaport in total: 165 (main land only)**
- **Main commercial Seaport: 45 (20 Hub ports, 25 Important regional ports)**

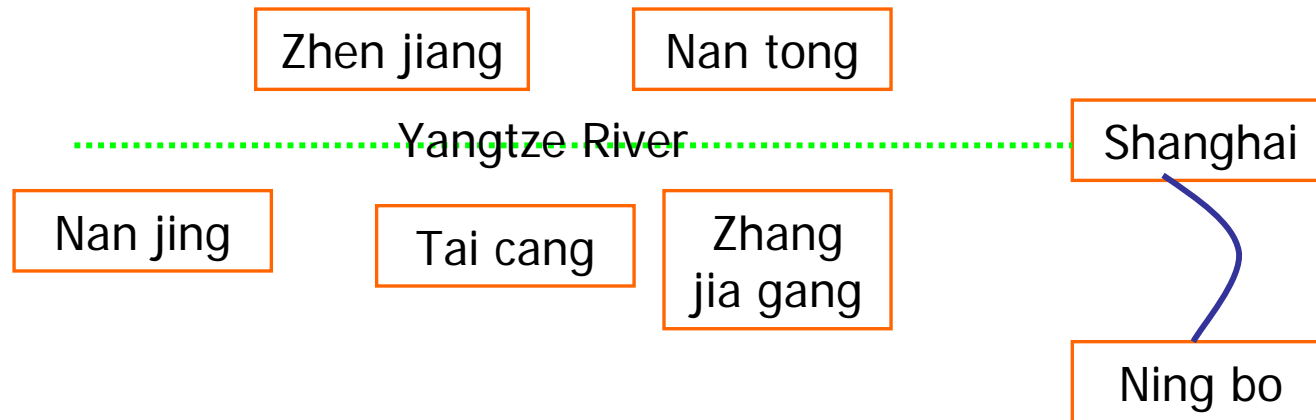
Bo hai bay port cluster



Main port: Dalian, Qingdao, Tianjin.

Advantage: good natural condition, large hinterland, adequate port facilities, strong link with world market, adequate need from heavy industry, and etc.

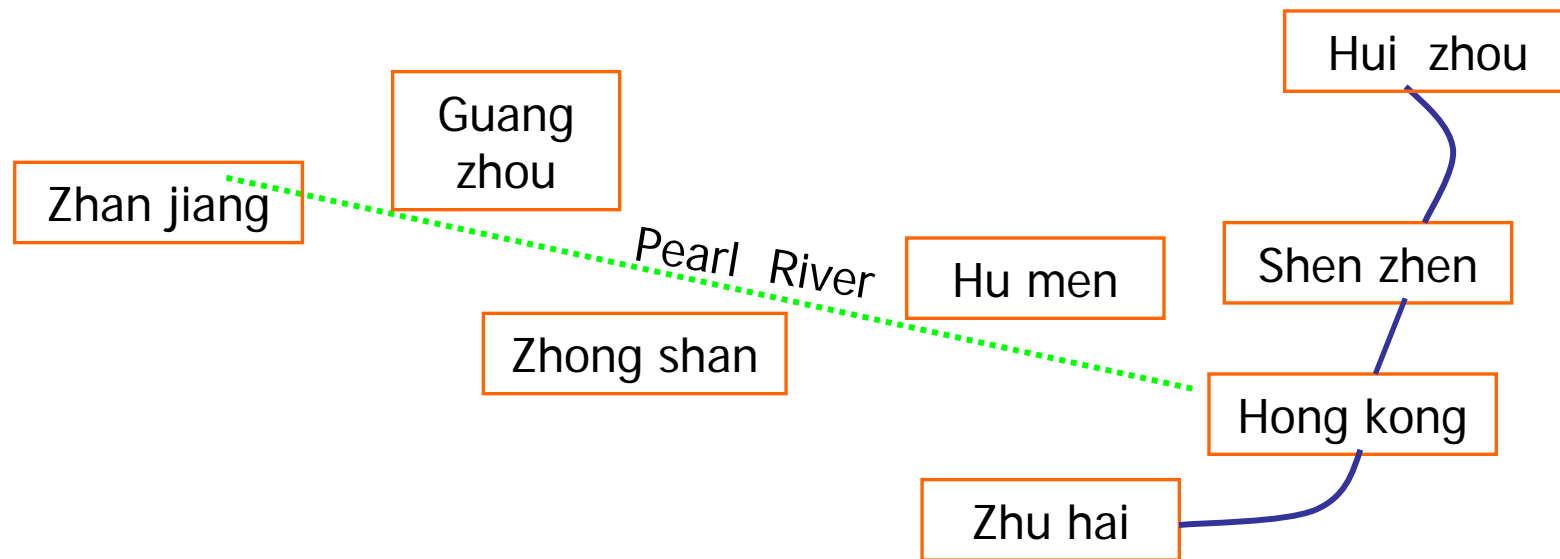
Yangtze delta port cluster



Main ports: Shanghai, Ningbo, Nanjing

Advantages: good natural condition, sea and river link, huge need for transportation, adequate port facilities, market economy environment, economy center of China, strong link with world market, and etc.

Pearl delta port cluster



Main ports: Hong Kong, Shen Zhen, Guang zhou

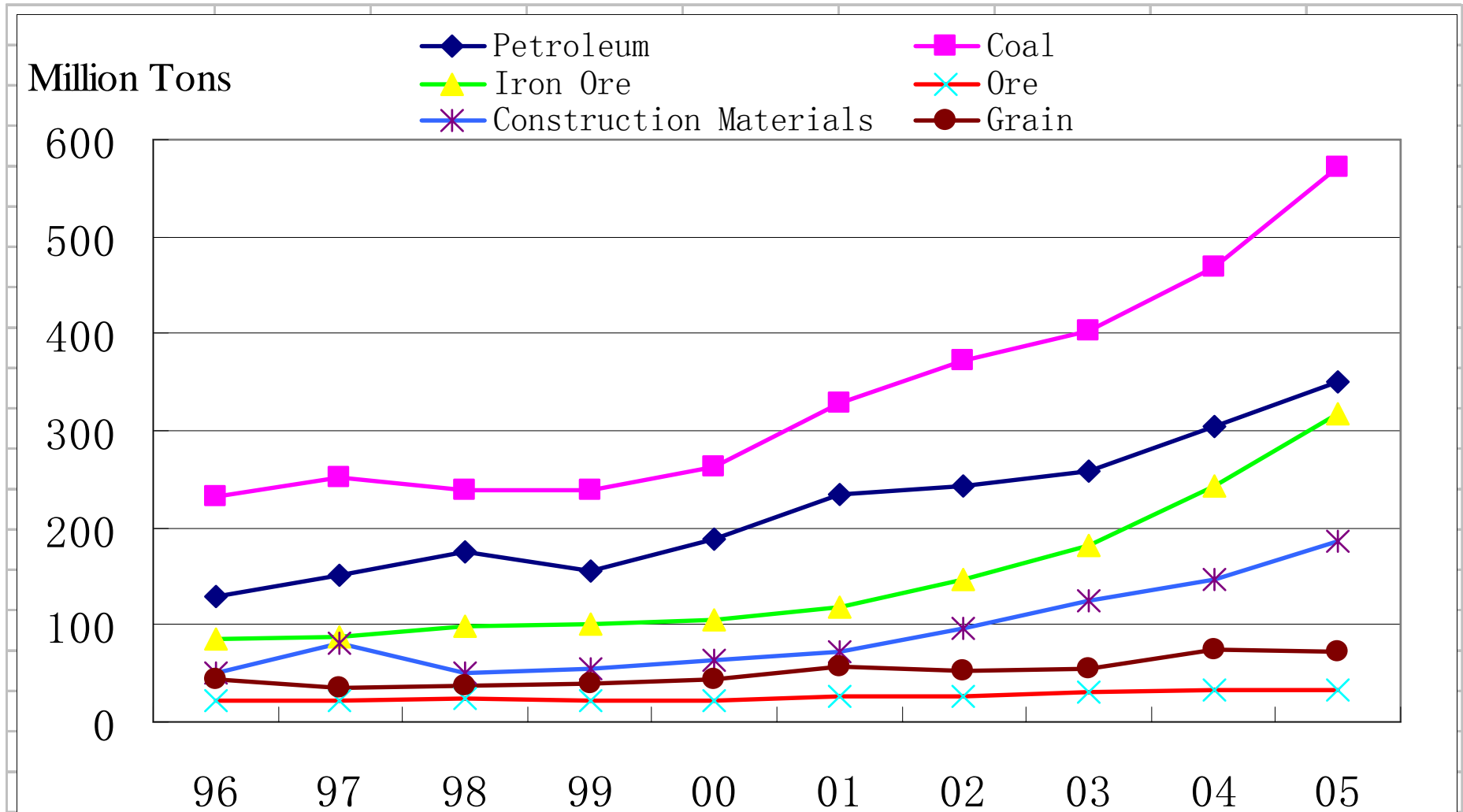
Advantages: good natural condition, sea and river link, huge need for transportation, adequate port facilities, market economy environment, economy center of China, strong link with world market.

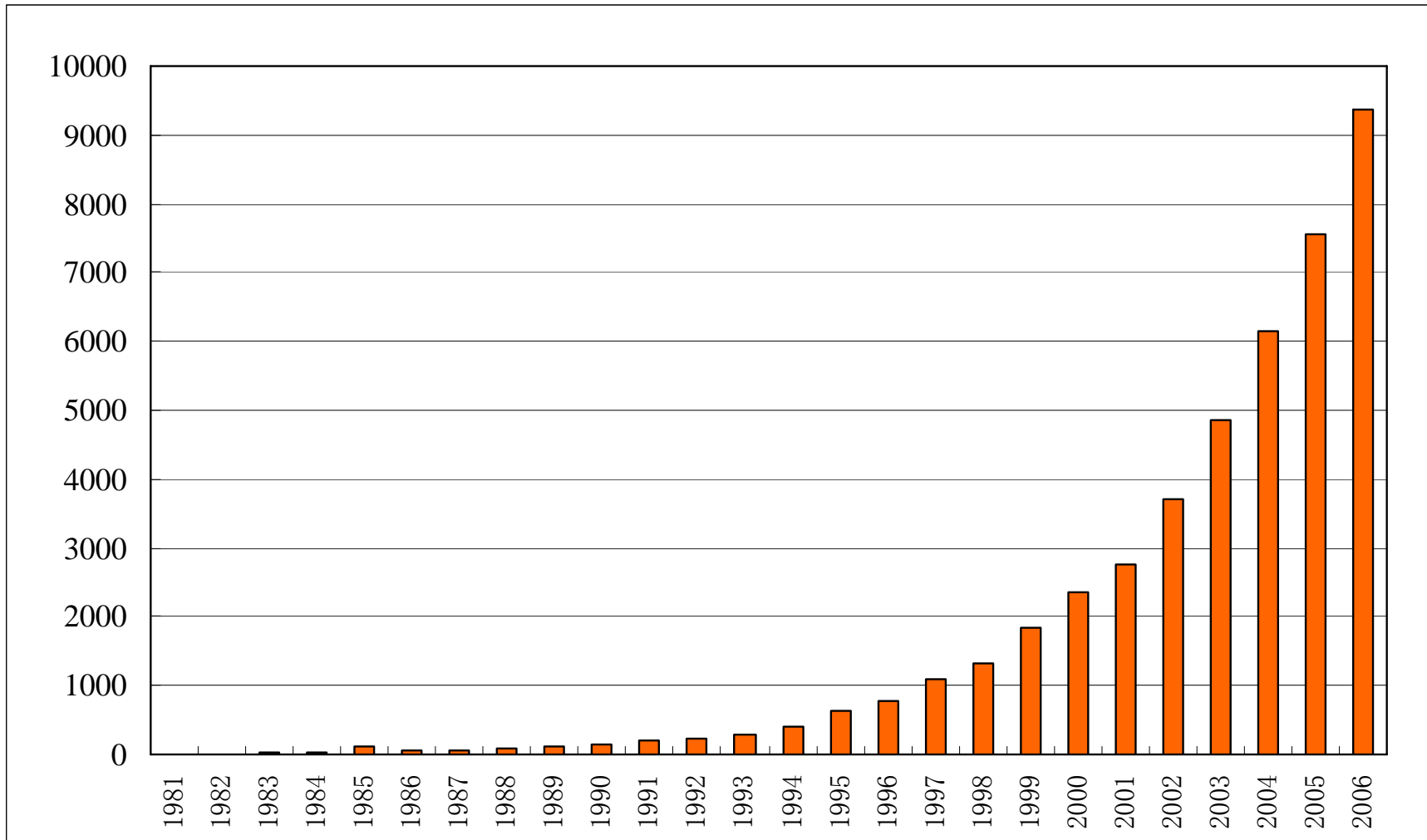
Infrastructure Construction in Coastal Ports

in Tenth five year period

- Investment 131.3 billion yuan, 2.7 times of ninth one
- 188 berths been put into use, (10,000 tons above)
- 540 million tons of handling capacity been increased
- Total berths at the end of 2005, 4298 berths, and 847 berths are over 10,000 tons

Throughput of seaport by kinds of cargo





Throughput of Container In Mainland of China

In ten thousand TEU	2001	2002	2003	2004	2005	2006
Shang Hai	634	861.2	1128.2	1455.4	1808.5	2171.8
Shen Zhen	507.6	761.8	1065	1365.9	1619.7	1847.0
Qing Dao	263.9	341	423.9	514	630.7	770.0
Ning Bo	121.3	185.9	277.2	400.5	520.8	713.5
Guang Zhou	173.8	217.3	276.9	330.4	468.3	665.6
Tian Jing	201.1	240.8	301.5	381.6	480	595.0
Xia Men	129.3	175.4	233.1	287.2	334.2	401.8
Da Lian	121.7	135.2	167	221.2	268.8	321.1
Liang Yun Gang	15.6	20.5	30.1	50.2	100.5	130.2
Su Zhou			34.6	50.9	75.3	124.1
Zhong Shan	55	64	76	93	99.9	112.5
Fu Zhou	41.8	48.2	59.8	70.8	80.3	101.1
Ying Kou	38.9	43.6	55.6	69.2	75.3	108.2

Three phases of development of China container terminals

- First phase

1974—1986 Preparing stage

- Second phase

1987—1996 Take-off stage

- Third phase

1997— Quickly growing stage

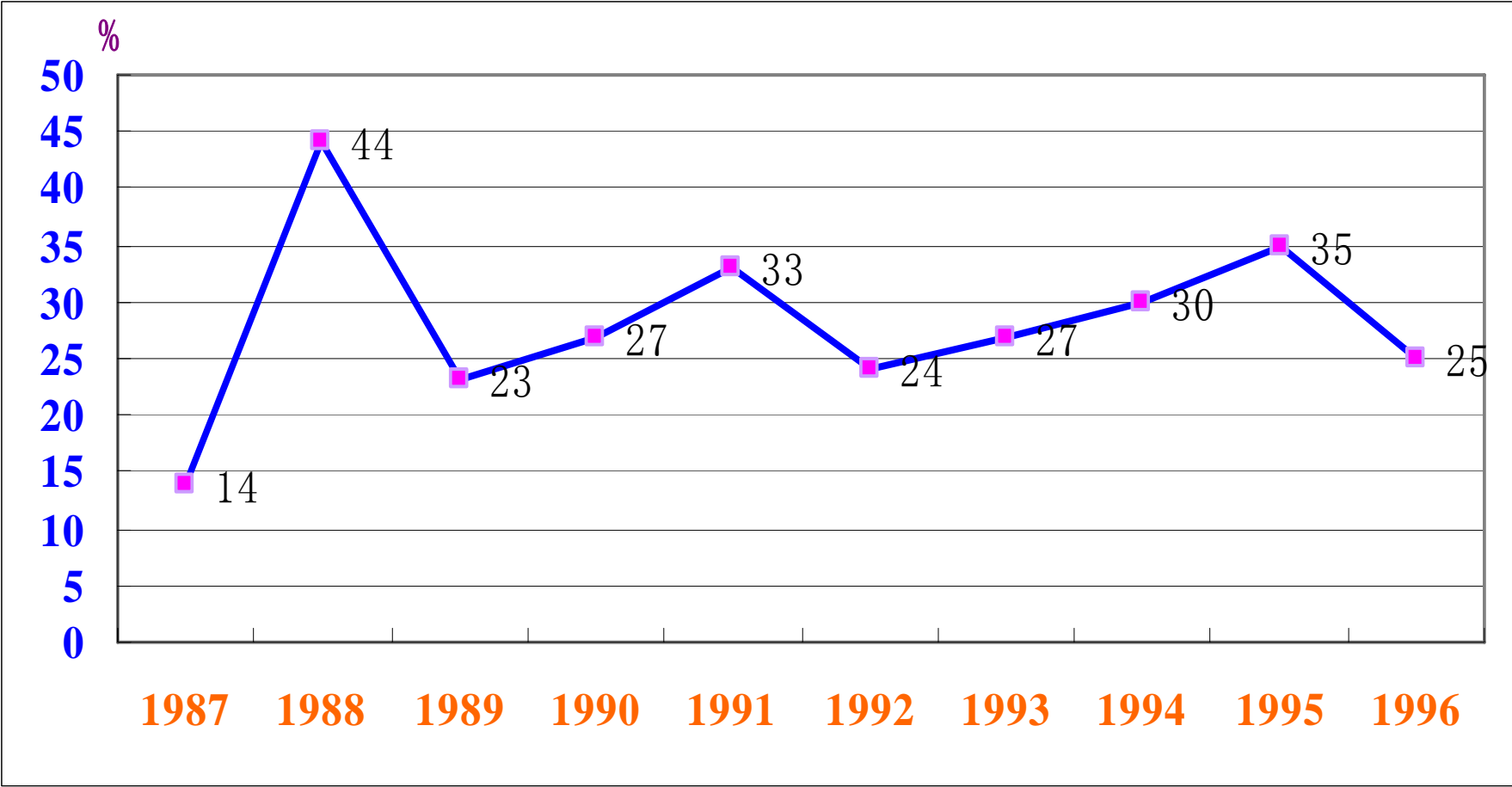
the first phase

- **Starting receive the concept of container transportation.**
- **No special facility for handling containers**
- **No liner from China ports**

the second phase

- The throughput was growing quickly, but the total volume was still small, and the ratio of containerization was low.
- Large scale construction of container terminals was conducted.
- Liner service started.
- Foreign capitals entered Chinese port market.

Increasing ratio of the throughput of containers



the third phase

- **Some international hub ports have emerged.**
- **Municipals think more of the influence of port on regional economy.**
- **More and more direct liners have been put into China route.**
- **Large terminals are put into use.**
- **Ratio of containerization is continuing up.**
- **The economy grows quickly**

Development of container terminals

- International hubs have emerged. Shanghai and Shenzhen. Qingdao, Dalian and Tianjin will be the third one.
- Feeder port network has been completed.
- Providing All the deep ocean liner service from Chinese ports.
- Operating in over ability situation
- The body of port operation and investment has changed from government to many sectors.

Policy for port construction in the future

- **Speed up the construction of port facilities** container terminals in sea ports, oil terminals, and large bulk cargo terminals
- **Concentrate on hub port construction**
such as, Shanghai Yang Shan port, and the other port cluster
- **Improve the navigation condition**
such as deepening canal of Yangtze river, canal for port entrance

Achievements in port development

- The port clusters have been constructed, including 20 hub ports and 25 regional ports
- The ports allocation in Bo Hai bay, Yangtze delta, coast zone, Pearl delta and Bei Bu bay has been completed.
- The port network, with coal, crude oil, grain, ore and container terminals has been completed.
- Facilities and machineries have been well equipped.
- The linkage with other transportation model has been greatly improved.

The problems we are facing to

- The short of berths
- The unbalance of needs and supply. Many old facilities should be reconstructed and advanced facilities should be equipped in the near future.
- Port redevelopment is strongly asked.
- State owned port enterprises should be reformed
- The supply of logistics service is strongly asked
- The improvement of port service and the environment of investment

Strategies for port development

- **Pushing the formation of free port, to up the competitive ability of port in the world market.**
- **Improving port service, such as simplifying the procedure of custom.**
- **Establishing some tax free zone in port area, and establishing some shipping center.**
- **Simplifying the approval procedure of port construction.**

Strategies for port development

- **Deregulating the limitation on port investment, to encourage more social capital to be put in port construction.**
- **Preparing fund for construction of public port facilities, such as breaker, canal, mooring facility, anchorage.**
- **Reforming the charge system and setting a reasonable price system.**

Strategies for port development

- **Encouraging the regional cooperation, accelerating the construction of the hub ports and ports cluster.**
- **Taking special measures for container terminal's construction.**
- **Reforming the port network**
- **Extending the function of port from traditional one to logistics**
- **Let port service supply be over the needs**

Thanks