

中國主要開放港口

PICTURE ALBUM OF CHINA'S PRINCIPAL
PORTS FOR FOREIGN TRADE



人民交通出版社

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PICTURE ALBUM OF CHINA'S PRINCIPAL
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序

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港口，是一個國家的門戶，是國內外經濟貿易的樞紐，是國際文化、科技交流的紐帶，是各國之間友好往來的橋樑。國家的富強，必然帶來港口的興盛，港口的發展，也將促進國家經濟、文化和科技的進步。古今中外，歷來如此。

中國有18 000多公里的大陸海岸線，5 000多個沿海島嶼，有衆多的海濱城市和港口。沿海港口歷史悠久，幾乎與中國文明史同齡。古代聞名於世的港口，有徐聞、合浦、廣州、泉州、明州、揚州、登州等。近代史上出現的主要港口，有上海、大連、秦皇島、天津、青島、廣州等。這些港口，對中國社會的進步，有着重要影響。

由於歷史的局限性，新中國成立以前的幾千年，港口發展進程是緩慢的。新中國成立初期，全國沿海主要港口僅有233個泊位，其中深水泊位61個，設備十分簡陋。沿海主要港口貨物吞吐量僅有1 348萬噸，其中外貿貨物吞吐量為248萬噸。

新中國成立40年來，港口發展規模和速度寫下了歷史上最輝煌的篇章。它大體上經歷了三個建設時期。第一個時期是新中國成立後至70年代初的20餘年間，全國共新建改建萬噸級泊位30個。第二個時期是70年代，自1973年周恩來總理提出“三年改變港口面貌”的口號之後，出現了第一次建港高潮。到1980年，新建改建了53個深水泊位，裝備了150條裝卸作業線以及相應的配套設施，新增吞吐能力1億噸，并首次建成5萬噸、10萬噸級深水泊位。第三個時期是80年代。這時期，國民經濟發展迅速，外貿海運量劇增，港口建設速度加快，從1980年～1989年，共建成深水泊位118個，到1989年末，全國沿海港口共有泊位900多個，深水泊位253個。港口貨物吞吐量達到4.9億噸，其中外貿貨物吞吐量為1.6億多噸。此外，在長江下游的南京、鎮江、張家港、南通四個港口，先後建成萬噸級泊位25個，以充分發揮長江下游這一“黃金水道”在運輸上的作用。

《中國主要開放港口》畫冊，反映了中國對外開放港口發展的成就和面貌。內容包括沿海28個港口和長江下游4個港口的碼頭、倉庫、港池、航道等陸上及水上設施，并按港口英文字母的順序排列。

中國港口現今的狀況，是從原有港口為基礎發展起來的。但是，不少港口在空間位置上，以原有港區為基點，不斷開闢新港區，如寧波港的北侖，連雲港的廟嶺，秦皇島港的新煤區，上海港的寶山等。同時由於對外開放和宏觀戰略佈局的需要，在中國的海岸帶陸續建設了一批新港口，如防城、石臼港等。這說明，現實是歷史的延伸，而現實總是不斷地超越歷史。

新中國成立後，時間跨度只有短短40年，而港口發展的程度和速度，是歷史上所無法比擬的。這種發展，反映在中共中央十一屆三中全會以後，特別顯著。事實雄辯地證明，社會主義制度是港口發展的根本條件，我國的改革開放政策給港口發展注入了強大的生命力。

科學技術的進步，特別是當代世界的船舶巨型化和裝卸技術集裝化為特徵的兩大變革，推動着我國港口建設向空前深刻的技術化變動。這本畫冊中展示的一批5萬噸、10萬噸級的深水碼頭和集裝箱碼頭，正好反映了這種技術變革。

中國港口的接運能力和發展水平，與世界發達國家相比，差距日益縮小。我們將堅持改革開放的方針，繼續加速港口的建設，力爭在較短時間內趕上世界的先進水平。在90年代內，將以能源、糧食、外貿運輸為主，開闢新港區，建設新港口，採用新技術，提高現有港口的通過能力。到本世紀末，中國港口的面貌必將大為改觀。

Preface

A port is the gateway of a country, the hub of national and international economy and trade, the tie of international interchange of culture, science and technology, as well as the bridge of friendly intercourse between nations. A prosperous and strong country will for sure bring about the flourishing of ports, while the development of ports will also promote the advance of a country's economy, culture, science and technology. It's always the same, at all times and in all countries.

China has a continental coastline of more than 18 000 kilometers, over 5 000 coastal islands along with numerous seaside cities and ports. Her coastal ports have a long history, almost as old as her civilization. In ancient times, there were such world famous ports as Xuwen, Hepu, Guangzhou, Quanzhou, Mingzhou, Yangzhou, Dengzhou, etc., and the principal ports appeared in modern times are Shanghai, Dalian, Qinhuangdao, Tianjin, Qingdao, Guangzhou, etc. All these ports have great influence on the improvement of China's society.

Owing to historical limitations, the development of ports thousands of years prior to the founding of New China was tardy. In the early days of New China, there were only 233 berths, including 61 deep-water ones, with simple and crude facilities along the coast of the whole country. The principal coastal ports only had a cargo throughput of 13.48 million tons, of which foreign trade cargoes account for 2.48 million tons.

In the 40 years of New China, the scale and speed of port development have been magnificent, exhilarating and creating. Roughly, it has undergone three periods of construction. The first one is from the founding of People's Republic to the early 70's, during the period of more than 20 years, thirty 10 000-ton class berths had been constructed and reconstructed. The second period is the 70's. The high tide of construction came in after Premier Zhou Enlai's call "to change port features in 3 years" was put forward in 1973. Up to 1980, with 53 deep-water berths newly constructed or reconstructed, 150 production lines and ancillary facilities equipped, the handling capacity of ports had increased by 100 million tons, while both 50 000-ton class and 100 000-ton class deep-water berths had been built for the first time. The third period came around in 80's, during which the rapid development of the national economy and the sharply increased volume of the seaborne cargoes for foreign trade has quickened the speed of port construction. From 1980 to 1989, altogether 118 deep-water berths were built. By the end of 1989, the country's coastal ports had a total of 900 odd berths and 253 deep-water ones. The throughput had reached 490 million tons, 160 million odd tons of which were foreign trade cargoes. Apart from that, on the lower reaches of the Changjiang River, the four ports of Nanjing, Zhenjiang, Zhangjiagang and Nantong had successively constructed twenty five 10 000-ton class berths in order to make the most of the River's role in transport as "The gold waterway" as that section of the Chanjiang River is called.

PICTURE ALBUM OF CHINA'S PRINCIPAL PORTS FOR FOREIGN TRADE comprehensively reflects the achievements and features in the port development. It includes a description of wharves, warehouses, harbour basins, channels and other facilities on land and water in respect of the 28 coastal ports and the four ports in the lower reaches of the Changjiang River. All are arranged in English alphabetical order.

China's ports have been developed into the present state on the basis of the old ones. Many of them have been developing new port areas, like Beilun of Ningbo, Miaoling of Lianyungang, the new coal wharf district of Qinhuangdao, Baoshan of Shanghai, etc. Meanwhile, to adapt to the need of open policy and the macroscopic strategy distribution, a series of new ports along China's coastal strap have been constructed in succession, e.g. Fangcheng, Shijiu, etc. This shows that the reality is the extension of history, but it is always continuously surpassing history.

The span of time after the founding of New China is merely 40 years, but the degree and speed of port development are incomparable in history. Such development became even more striking after the 3rd plenary session of the 11th Central Committee of the Communist Party of China was convened. The facts incontrovertibly prove that the socialist system is the fundamental conditions of port development. And it's our country's reform and open policy that has given powerful vitality to the development of the ports.

The progress in science and technology, especially the changes in the contemporary era, characterised by using large vessels and containerization in handling technology are pushing our country's port construction forward to an unprecedented profound change in the field of high technicalization. As it happens, a number of 50 000-ton class, 100 000-ton class deep-water wharves and container terminals shown in this album have just reflected such changes in technology.

The gap between Chinese ports and those of the developed countries in respect of the receiving and transporting capability and the developing level is becoming increasingly reduced. However, we'll go on with the open policy and keep on speeding up port construction so as to catch up with the world advanced level in a relatively short time with great efforts. In the 90's, while focusing on energy resources, grain and foreign trade transport, we'll set up new port districts, construct new ports and increase present handling capacity by making use of new technology. By the end of this century, China's ports will have taken on a fairly new look.

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八所港

Basuo Port

八所港務局局長 王万缪

Wang Wanqiu,
Director of Basuo Harbour Administration

八所港，北部灣畔的明珠，位於海南島西部，北部灣東南的海岸上。

八所港現有碼頭岸線842米，共有3個萬噸級以及千噸級以下的泊位，裝卸作業已實現機械化。碼頭設有寬闊的倉庫和堆場，可為貨物貯存和中轉提供優質服務。

八所港交通四通八達，是海南島西部交通貿易的重要門戶和海南八所經濟開發區的重要依托，也是我國對外開放較早的港口之一。

目前，為了適應海南經濟特區發展的需要，八所港正在抓緊擴建改造工程的施工，到2000年，港口吞吐量能力可達1 000萬噸以上，成為一個綜合性的大型海港。那時，八所港這顆明珠將閃爍更加燦爛奪目的光彩。

Basuo Port, a pearl on the bank of Beibu Gulf, lies in the western Hainan Island, on the south-eastern coast of Beibu Gulf.

At present, the port has 1 460 meters of quayline, totally three 10 000-ton class berths and under 1 000-ton class ones. The handling operation has already been mechanized. There are spacious warehouses and stockyards capable of providing first class services in respect of cargo storage and transshipment.

Basuo Port radiates to all directions. As an open port to foreign trade at an early date in our country, it's not only a key gateway of transportation and trade in the western Hainan Island, but an important backing of Basuo Economic Exploitation Zone, Hainan.

In order to meet the requirements of Hainan Special Economic Zone, the port is quickening the pace of expansion and reconstruction projects. By the year 2 000, the throughput of the port will amount to over 10 million tons. It'll become a large comprehensive seaport that shines splendidly like a bright pearl.



繁忙的礦砂碼頭 Busy bulk ore cargo wharf

礦砂碼頭 The bulk ore wharf

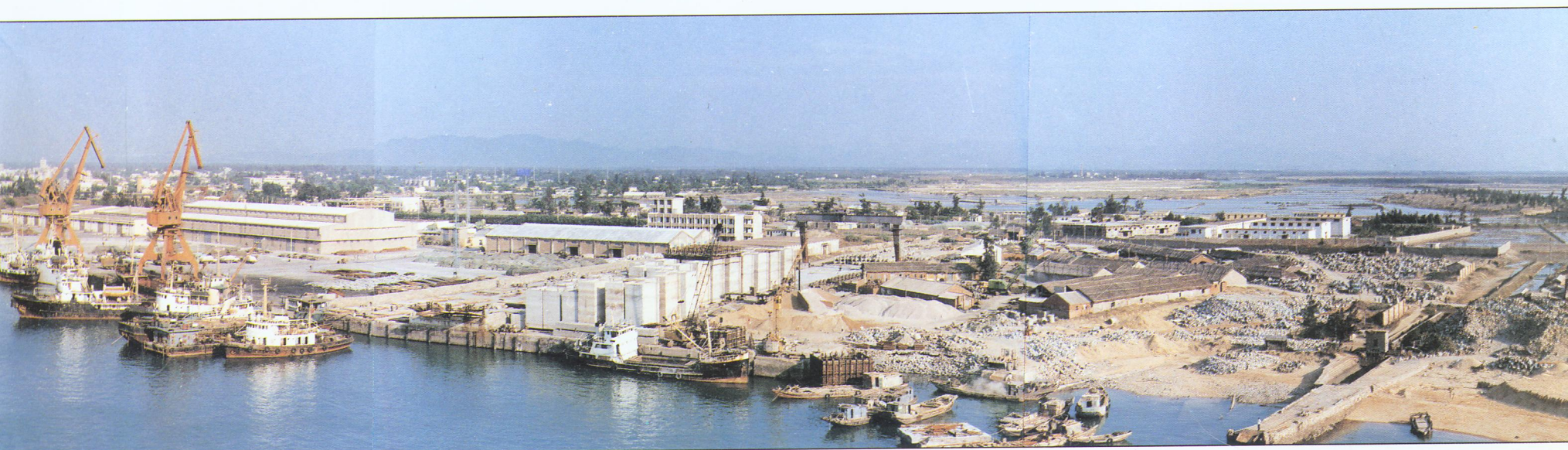


八所港全景 The panorama of Basuo Port

雜貨碼頭 The general cargo wharf



裝船機裝船 loading machine at work



碼頭前片堆場 The stackyards on the frontage of the wharf

電腦中心 The computer center





貨運倉庫 The freight warehouse



大船靠泊 Big Vessel at berth

北海港

Beihai Port



北海港務局局長 許炳忠

Xu Bingzhong,
Director of Beihai Harbour Administration

北海港地處南海北部灣東北部，它以美麗的海濱城市——北海市為依托，水陸交通方便。目前，該港與世界96個國家、地區的218個港口有貿易往來。

北海港自秦漢始便是對外貿易的重要口岸。1876年北海被闢為通商口岸。港口自然條件優越，航道寬敞、順直、無暗礁、無攔門沙，便於航行。北海港的管理機構為北海港務管理局，下屬單位有第一作業區、第二作業區、船務公司及港機修理廠。

北海港陸域面積13.8萬平方米，碼頭岸線652米，可靠泊千噸級貨輪4艘，萬噸級貨輪2艘，擁有倉庫、堆場面積5萬平方米，裝卸機械55台。

Beihai Port is located to the northeast of Beibu Gulf in the South China Sea, within the area of the beautiful seaside city Beihai, with convenient water-land traffic. It currently has trade relations with 218 ports in 96 countries and regions of the world.

Beihai has been an important port in foreign trade since the Qin and the Han Dynasty. In 1876, it was opened as a trade port. It has many favourable geographical features for navigation, the channel being broad, straight, and without submerged reefs or sand bars. Its Administrative body is the Beihai Harbour Administration, under which there are several units such as the No. 1 and No. 2 Stevedoring District, the Beihai Shipping Company, the Beihai Harbour Machinery Repair Yard, etc.

Beihai Port has 138 000 square meters of land area and 652 meters of quayline. It can accommodate four 1 000-ton class cargo vessels and two 10 000-ton class ones. It has 50 000 square meters of warehouses and stockyards and 55 cargo-handling machines.

外沙碼頭全景

The full view of Waisha quay berth

黃偉業攝

Photo by Huang Weiye

