

2005

上海市 港口与航运发展 报告



上海市港口管理局 编

Report on
The Port and Shipping
Development
Of
Shanghai 2005

上海人民出版社

图书在版编目 (CIP) 数据

2005 上海市港口与航运发展报告/上海市港口管理局编.

—上海: 上海人民出版社, 2006

ISBN 7-208-06172-6

I. 2... II. 上... III. ①港口建设-研究报告-上海市-2005②水路运输-研究报告-上海市-2005

IV. F552.751

中国版本图书馆 CIP 数据核字(2006)第 022188 号

责任编辑 张 珏

封面装帧 赵卫群

2005 上海市港口与航运发展报告

上海市港口管理局 编

世纪出版集团

上海人民出版社出版

(200001 上海福建中路 193 号 www.ewen.cc)

世纪出版集团发行中心发行

上海精英彩色印务有限公司印刷

开本 889×1194 1/16 印张 9.25 插页 3 字数 172,000

2006 年 4 月第 1 版 2006 年 4 月第 1 次印刷

ISBN 7-208-06172-6/F·1403

定价 128.00 元

上海市 港口与航运发展 报告



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2005 年上海

1 上海港成为世界第一大货运港，

集装箱吞吐量继续位居世界第三

2005年，上海港货物吞吐量达44317万吨，同比增长16.9%，首次超过新加坡港（4.23亿吨），成为世界第一大货运港；其中外贸吞吐量18492万吨，同比增长16.8%。完成集装箱吞吐量1808.49万标准箱，同比增长24.3%，继续稳居世界第三，与新加坡港和香港港口的差距进一步缩小。

2 洋山深水港区顺利开港，洋山保税港区同步封关运行

12月10日，上海国际航运中心洋山深水港区正式开港，洋山保税港区也同步启用。中共中央政治局常委、国务院副总理黄菊出席开港仪式。新建成的洋山深水港区一期工程拥有码头岸线长1600米，5个7-10万吨级集装箱泊位，配置18台集装箱桥吊，年设计吞吐能力220万标准箱。

3 《上海港口条例》获市人大常委会通过并公布

12月29日，《上海港口条例》获上海市第12届人大常委会第25次会议通过并公布，将于2006年3月1日起施行。该《条例》以《中华人民共和国港口法》和相关法律、行政法规为依据，以推动上海国际航运中心建设为目标，结合上海港口建设发展实际而制订，充分体现了一港一政、科学规划、统一管理、规范服务的原则。该《条例》是上海制定的第一部港口方面的综合性地方性法规。

4 长江口航道整治二期工程全面完工，实现—10米水深

3月29日，长江口深水航道治理二期工程实现了10米水深全线贯通，并于11月向上

港航十件大事

延伸至南京,使长江下游430余公里主航道建成“快车道”,能基本满足目前国际上主力运输船舶5万吨级集装箱船和10万吨级散货船的通航条件,长江沿线各省船舶运输公司和南京以下10多个沿江港口、200多个万吨级泊位直接受益。11月21日,工程通过国家验收委员会的正式验收。

5 上海高等级内河航道建设工程全面启动

为适应上海港集装箱运输快速发展的需要,12月20日,投资19.88亿元的赵家沟航道整治工程正式开工,标志着上海高等级内河航道建设工程全面启动。同时,大芦线航道整治一期工程项目已经市发改委正式批复同意,苏申外港线和杭申线航道整治工程已完成工程预可行性研究。

6 上海与有关方面合力推进

长江黄金水道建设和区域港口协调发展

11月28日,由交通部和上海市、湖北省、重庆市共同发起的“合力建设黄金水道,促进长江经济发展”座谈会在北京召开。中共中央政治局常委、国务院副总理黄菊莅会并作重要讲话。长江沿线七省二市党政领导和交通部领导参加了座谈会。会议确定了建设长江黄金水道,发展长江水运的总体目标和建设重点,并决定成立长江水运发展协调领导小组。座谈会的召开标志着长江黄金水道正式进入实质性建设阶段。

10月23日,长三角城市经济协调会议在南通举行,会议以“加强长三角城市合作,促进区域物流一体化建设”为主题,将推动长三角港口群协同发展作为研究重点,会议决定近期长三角各港将建立合作机制和联席会议制度,加强港口规划和建设的沟通与协调,以加快长三角港口群的建设。

7 第24届世界港口大会和郑和航海暨国际海洋博览会成功举办

5月21-27日，由国际港口协会主办、上海国际港务（集团）有限公司承办的“第24届世界港口大会”在上海举行。出席会议的嘉宾多达千人。这是我国港口首次承办的世界港口大会，会议取得圆满成功。

7月8-14日，由交通部、国家海洋局、国防科工委、上海市人民政府共同筹备的“郑和航海暨国际海洋博览会”在上海展览中心举办。市港口局、上海海事局等单位承担筹备其中的“港口馆”和“航海馆”，博览会获得参观者和社会各界的好评。

8 《上海港“十一五”发展规划》编制完成

2005年，市港口局编制完成《上海港“十一五”发展规划》。该规划以党的十六届五中全会和市委八届八次全会精神为指南，坚持全面、协调、可持续的科学发展观，以确保2010年初步建成上海国际航运中心为目标，立足上海市，服务长三角和长江流域，服务全国。规划明确提出到2010年，将上海港建设成为世界作业效率最高的港口之一，成为世界一流的安全港，港航信息化水平达到世界一流大港的先进水平，初步成为生态型港口，基本建成区域性航运信息中心和船舶交易市场，成为亚洲最重要的航运物流中心之一，基本形成亚洲邮轮母港之一的框架等形象目标。

9 长三角区域海关通关改革（通关一体化）正式启动

12月10日，上海、南京、杭州、宁波海关在上海举行了《长三角地区海关区域通关改革试点联系配合办法》签字仪式，标志着长三角区域海关通关改革（通关一体化）正式启动。该项改革通过建立虚拟的海关区域数据平台，实施“统一平台、区域联动、选择申报、多点放行”的区域海关通关一体化作业新模式，实现跨关区申报、审单、验放，全面提升海关管理整体效能。这将有助于整体提升上海国际航运中心的综合竞争能力。

10 上港集团投资长江和沿海港口取得积极进展

2005年，上海国际港务集团及上海港集装箱股份有限公司成功参与武汉港务集团的整体改制，参与了南京港龙潭集装箱港区的合资经营，并与九江港务管理局、重庆港九集团、温州港务集团和江阴港务管理局签订了合资经营集装箱码头项目。上述举措对上海港今后发展具有重要的战略意义。

Ten Major Events of Shanghai Port and Shipping in 2005

1 The Port of Shanghai Became the Largest Freight Port of the World and Retained the Third Place in the World in Terms of Container Traffic

In 2005, the Port handled a total of 443.17 million tons of cargo, an increase of 16.9% over the previous year. It, for the first time, surpassed the Port of Singapore, which handled a total of 423 million tons of cargo, and became the largest freight port in the world. Of all the tonnage that the Port of Shanghai handled, foreign trade accounted for 184.95 million tons, up 16.8% from the previous year. Its container traffic hit 18.0849 million TEUs, up 24.3% from the previous year. It retained the third place in the world in terms of container traffic and narrowed the gap with the ports of Singapore and Hong Kong.

2 The Yangshan Deepwater Port Opened Smoothly and the Yangshan Bonded Port Began Operation at the Same Time

On December 10, 2005, the Yangshan Deepwater Port and the Yangshan Bonded Port Area officially opened simultaneously. Huang Ju, Member of the Standing Committee of the Political Bureau of CPC and Vice Premier of the State Council, attended the opening ceremony. The newly-

completed first phase of Yangshan Deepwater Port consists of five container berths on the 1,600-metre-long shoreline for vessels of 70,000-ton to 100,000-ton class. It is equipped with eighteen quayside container gantry cranes, with a handling capacity of 2.2 million TEUs annually.

3 The Shanghai Port Regulations Was Promulgated after It Was Adopted by the Standing Committee of the Shanghai People's Congress

The Shanghai Port Regulations was promulgated after it was adopted at the 25th Session of the Standing Committee of the 12th Shanghai Municipal People's Congress, and will go into effect as of March 1, 2006. These Regulations are formulated in accordance with the Port Law of the People's Republic of China and other relevant laws and regulations, in the light of the particular circumstances in Shanghai and with a view to making Shanghai an international shipping centre. They embody the principals of one administration in one port, scientific planning, unified administration and regulated services.

4 The 2nd Phase of the Approach Channel Regulation at the Yangtze River Mouth Was Completed, with a Deepened Waterdepth of 10 Metres

On March 29, 2005, the second phase of the approach channel regulation at the Yangtze River mouth was completed, and the whole channel was deepened to 10 metres. The deepening work was continued upriver to Nanjing in November. As a result, the 430-km-long trunk channel at the lower reaches of the Yangtze River has become "the fast track" to basically meet the needs of 50,000-ton-class container ships and 100,000-ton-class bulk carriers. All the shipping lines of the provinces along the Yangtze River and more than 10 ports and over 200 berths of 10,000-ton class downriver from Nanjing have directly benefited from this. On November 21, 2005, the project was checked and accepted by the State.

5 Regulation of High-Class Inland Navigation Channels Was Launched in an All-Round Way

On December 20, 2005, the 1.988 billion yuan worth of regulation project of Zhaojiagou navigation channel started to keep pace with the rapid growth of container traffic in Shanghai. This marked the beginning of an all-round construction of high-class inland navigation channels in Shanghai. At the same time, the first phase of the Dalu Line channel regulation was approved by the Municipal Development and Reform Committee and the pre-feasibility study for the channel regulation of Sushenwaigang Line and Hangshen Line was finished.

6 Shanghai and Other Parties Concerned Pooled Efforts to Improve the Yangtze Golden Waterway and Develop the Regional Ports in a Coordinative Way

On December 28, 2005, a Forum co-hosted by the Ministry of Communications, the Shanghai Municipality, Hubei Province and Chongqing Municipality was held in Beijing with the theme of "Jointly Develop the Golden Waterway and Promote the Economic Prosperity along the Yangtze River". Huang Ju, Member of the Standing Committee of the Political Bureau of CPC and Vice Premier of the State Council, made an important speech at the forum. Party and government leaders from seven provinces and two municipalities along the Yangtze River and leaders of the Ministry of Communications attended the Forum. The Forum defined the general goal and focus for improving the Yangtze Waterway and developing the Yangtze shipping and decided to set up a Leading Group for Coordinating the Development of Yangtze Water Transportation. The Forum marked the practical commencement of improving the Yangtze Golden Waterway.

On October 23, 2005, a coordination Conference on Economy in the Yangtze Delta Cities was held in Nantong. With the theme of "Strengthen Cooperation among the Yangtze Delta Cities and Promote Regional Integration of Logistics", the Conference gave priority to the coordinated development among the ports in the Yangtze Delta. The Conference decided to establish cooperative

mechanism and joint meeting system in the near future, so as to improve communication and coordination for port planning and construction and accelerate port construction in the Yangtze Delta.

7 The 24th World Ports Conference and The Zheng He Voyages and the International Maritime Expo Were Successfully Held in Shanghai

From 21 to 27 May, 2005, the Shanghai International Port (Group) Co., Ltd. hosted the "24th World Ports Conference". As many as 1,000 representatives attended the event. This is the first world ports conference ever held in China. The Conference proved to be a great success.

From 8 to 14 July, 2005, the "Zheng He Voyages and the International Maritime Expo" jointly organized by the Ministry of Communications, the National Bureau of Oceanography, the Scientific Work Committee of the Ministry of National Defence and the Shanghai Municipal People's Government was held at the Shanghai Exhibition Centre. The Shanghai Port Bureau, the Shanghai Maritime Bureau and other related departments undertook to organize the Port Exhibition and the Maritime Exhibition. The Expo won acclaim from the visitors and the public.

8 The 11th Five-Year Development Plan of the Port of Shanghai Was Drawn Up

In 2005, the Shanghai Port Bureau formulated the 11th Five-Year Development Plan of the Port of Shanghai. Guided by the principles of the 5th Plenary Session of CPC's 16th Central Committee and the 8th Plenary Session of the 8th Shanghai Party Committee, the Plan adheres to the scientific outlook on comprehensive, coordinated and sustainable development to ensure that Shanghai will basically become an international shipping centre by 2010, and, based in Shanghai, better serve the Yangtze Delta, the Yangtze Valley and the whole nation. The Plan clearly puts forward that by 2010 the Port of Shanghai should become one of the most efficient ports in the world, as well as a world-class safe port. Its port and shipping IT should reach the level of a world class port. It should basically become an eco-port, a regional shipping information centre and a ship exchange market. It should also become one of the most important shipping logistics centres in Asia and its frame-

work as one of the hub cruise ports in Asia should take initial shape.

9 The Yangtze Delta Region Launched One-Stop Customs Service

On December 10, 2005, customs of Shanghai, Nanjing, Hangzhou and Ningbo signed the Liaison and Cooperation Methods for the Pilot Reform of the Customs Declaration in the Yangtze Delta Region, which marked the beginning of customs reform for one-stop declaration in the Yangtze Delta. By setting up a virtual customs digital platform, the reform will adopt a new operating method of "one unified platform, combined operation between regions, selective declaration and customs clearance at a number of places", to achieve cross-region declaration, examination and clearance. This will enhance the efficiency of the customs administration as a whole and enhance the overall competitiveness of the Shanghai international shipping centre.

10 The Shanghai Port Group Made Active Progress in Investing in the Yangtze River and Coastal Ports

In 2005, the Shanghai Port Group and the Shanghai Port Container Co., Ltd. participated in transferring the Wuhan Port Group into a stock company and in operating the joint venture Nanjing Port Longtan Container Terminal. They also signed contracts with Jiujiang Port Administration Bureau, Chongqing Gangjiu Group, Wenzhou Port Group and Jiangyin Port Administration Bureau to jointly operate container terminals. These moves will have a strategic significance on the future development of the Port of Shanghai.

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Editorial Committee and Compiling Group

