

秦皇岛港开港一百周年纪念

THE CENTENARY OF THE PORT OF QINHUANGDAO

1898



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秦皇岛港务局现任领导班子成员



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发展港口事业

为现代化建设服务

是振一
九八〇



促進
經濟建設
重振
老港雄風

一九九八年四月
薛德成

前言

秦皇岛港于 1898 年开港,至今已经整整一百年了。

秦皇岛港位于河北省东部,渤海湾西岸,扼华北、东北之咽喉,居京、津、唐经济区东侧,东有历史名城山海关、西有避暑胜地北戴河,经济地理位置十分重要。由于秦皇岛港有非常优越的自然条件,港阔水深、风平浪小、不冻不淤、气候温和,所以,早在春秋战国时期,秦皇岛地区便出现过当时我国沿海交通线上最著名的海港之一碣石港。二千多年来,港口几经兴衰,到 1898 年才正式辟为自开通商口岸并建设码头。但在开埠不久,即被英帝国主义所骗占,变成掠夺我国煤炭资源的专业性港口。从开港到 1949 年五十年间秦皇岛港只修建了两座码头,1948 年吞吐量仅有 80 多万吨。

新中国的诞生给港口发展带来无限生机。秦皇岛港经过近五十年的建设已成为世界最大的煤炭输出港和对外贸易的综合性大港。年最高吞吐量达到 8312 万吨,居全国第二位,在国有企业 500 强中秦皇岛港排名第 96 位。

党和政府非常关心秦皇岛港的建设,毛泽东、周恩来、朱德、邓小平等老一辈国家领导人曾到港口视察。尤其是在党的十一届三中全会之后,秦皇岛港成为全国重点发展的港口,现在,全港共有码头泊位 49 个,其中生产泊位 28 个,拥有全国最大的现代化煤码头,输油管道与大庆油田连接的现代化原油码头,配有先进设备的杂货码头。港区交通发达、集疏运条件优越,京山、沈山、京秦、大秦四条铁路干线直达港口,京秦高速公路正在修建。秦皇岛港经济腹地辽阔,主要包括华北、东北、西北各省、市自治区;港口经营范围广泛,进出口货类主要以煤炭、石油、粮食、木材、化肥、水泥、矿石、饲料为大宗。近年来,集装箱运输业务正在兴起,开辟了秦皇岛至日本、秦皇岛至香港、秦皇岛至韩国等集装箱班轮航线。港口除承担国内货物的中转外,还与世界上 120 多个国家和地区的港口保持着经常性的贸易往来。目前,秦皇岛港已发展成为以能源输出为主的综合性国际港口。今天,回顾秦皇岛港沧桑百年史,进行爱港教育和爱国主义教育,对发展港口的两个文明建设,推动港口现代化具有重要意义。

在改革开放方针指引下,秦皇岛港正积极通过深化企业内部改革,转换企业经营机制,使港口按照多功能、全方位、综合性、现代化的港口发展战略加速发展。到本世纪末,港口规划通过能力可达 1.3 亿吨。届时,秦皇岛港将跻身于世界大港的行列。

PREFACE

Founded in 1898, the Port of Qinhuangdao is proudly celebrating her centennial anniversary in 1998.

Port of Qinhuangdao is located in the east of Hebei Province, on the west coast of Bohai Bay. By necking the pass way between the North and Northeast of China and holding the east wing of Beijing—Tianjin—Tangshan economic region and with the historical place—Shanhaiguan in the east, the famous Summer Resort—Beidaihe in the west, her economic geographic status is an excellent one.

2000 years ago, Qinhuangdao used to be the remarkable ancient Jieshi harbor during the Spring and Autumn to the Warring States Period (770—221 BC) for excellent natural conditions around the region such as deep water, nice climate, ice-free and silt-free.

Until 1898, Qinhuangdao was constructed and opened up as a commercial port by the Chinese Government of Qing Dynasty. But not long after that, it was taken in by the British imperialist for plundering coal resources from China. In 50 years time, only two simple wharves were built and its throughput in 1948 was merely 0.8mt.

Since the founding of New China in 1949, tremendous vitality had been filled into port construction. Within 5 decades, Qinhuangdao has been developed into one of the largest coal loading ports in the world and a big commercial port with comprehensive functions. With record annual throughput of 83.12mt the port is holding the runner-up place in the country. Qinhuangdao Port Authority ranks 96 place among the 500 State-run Powerful Enterprises.

The port construction has been greatly concerned by the central government. A number of state leaders including Mao Tse-tung, Zhou En-lai, Zhu De and Deng Xiaoping used to make site inspections to Qinhuangdao. Especially, after 3rd Session of 11th CPC Congress, the port has been constructed as the country's key project. Now, it owns 49 berths 28 of which are operation berths; the largest coal loading terminals; modern petroleum terminal with pipe linkage with oil field and general cargo docks with up-to-date equipment.

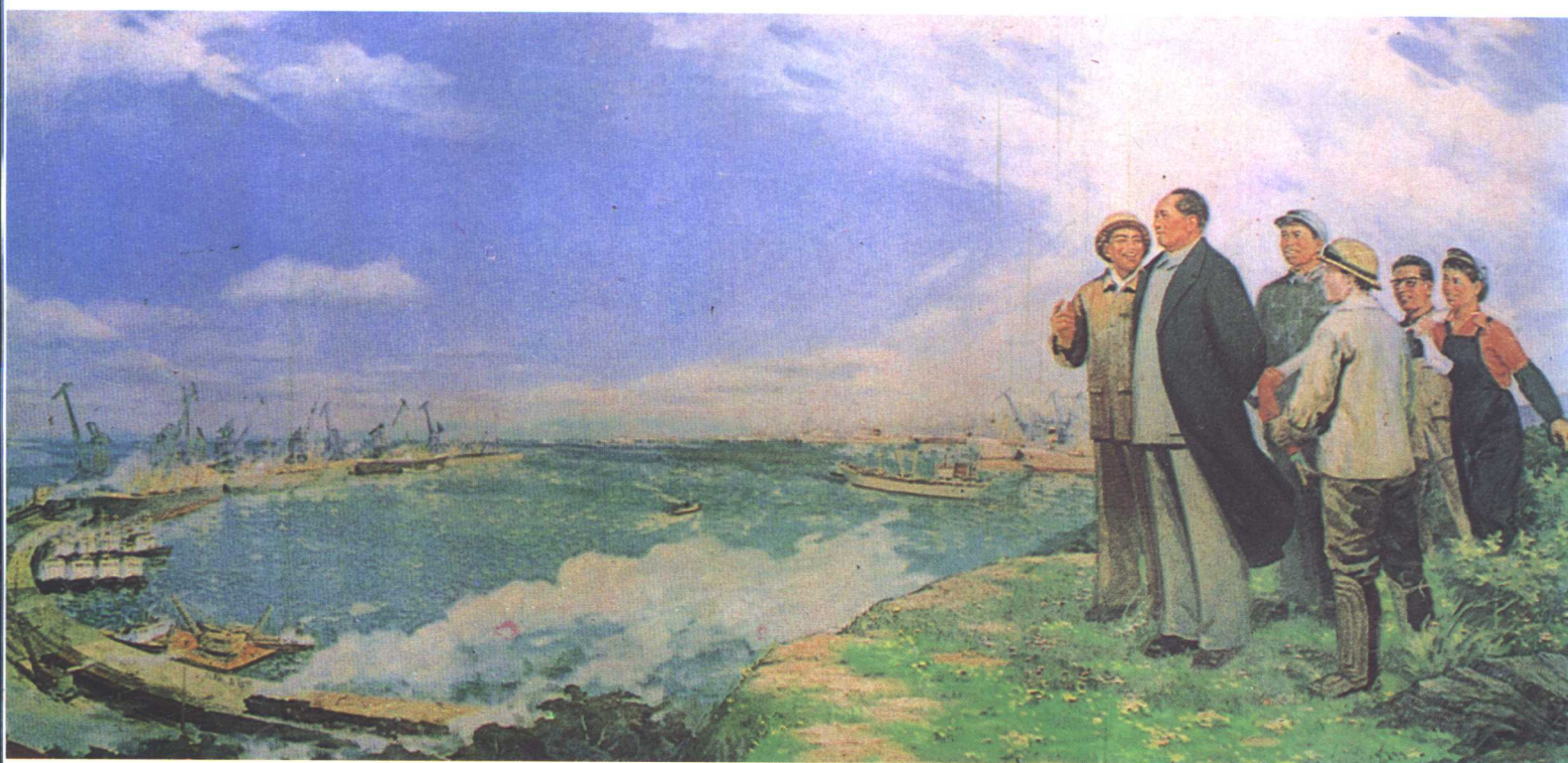
Directly connecting with the state railways of Beijing—Shanhaiguan, Shenyang—Shanhaiguan, Beijing—Qinhuangdao and Datong—Qinhuangdao, the port's transportation network is an excellent one, which will be even better when the ongoing Beijing—Qinhuangdao high way project is finished.

The economic hinterland covers provinces, cities and autonomous regions in the North, Northeast and Northwest of China. Within a vast range of business scope, the major commodities include coal, petroleum, grain, timber, fertilizer, cement, mineral and fodder.

In recent years, container operation has been greatly promoted by opening 3 shipping lines separately to Japan, Korea and Hongkong.

At present, the port has established constant trading relations with more than 80 countries and regions throughout the world and has become an international trading port with multi-functions.

Today, reviewing of the port's hundred years history and educating ourselves in patriotism is of great significance to promote both modernization and civilization of the port. Under the principal guidance of reform and opening to the outside world, through deepening internal reform and diverting the present management systems, the port is accelerating the speed of strategic development of becoming a modern port with multiplied functions. By the end of the century, the port will surely become one of the largest ports in the world with 137.2mt throughput capacity.



1954 年毛泽东主席视察秦皇岛港(油画)

Chairman Mao Zedong's inspection to Qinhuangdao Port in 1954 (Oil painting)



70 年代初周恩来总理在秦皇岛港(油画)

Premier Zhou Enlai in Qinhuangdao Port in the early 70s.



1983 年邓小平同志视察秦皇岛港

Comrade Deng Xiaoping's inspection to the port in 1983.



江泽民主席视察秦皇岛港

President Jiang Zemin's inspection to the port.



1984 年李先念同志视察秦皇岛港

Comrade Li Xiannian's inspection to the port in 1984.



1984 年彭真同志视察秦皇岛港

Comrade Pengzhen's inspection to the port in 1984.



李鹏委员长多次视察秦皇岛港。 Li Peng, Chairman of the Standing Committee of NPC, inspected the port for several times.



朱镕基总理视察秦皇岛港

Premier Zhu Rongji's inspection to the port.



吴邦国副总理视察秦皇岛港

Vice—Premier Wu Bangguo's inspection to the port.



胡后立同志 1983 年视察秦皇岛港

Comrade Hu Qili's inspection to the port.



谷牧同志多次来港视察

Comrade Gu Mu inspected the port for several times.



宋平同志多次来港视察

Comrade Song Ping inspected the port for several times.



交通部部长黄镇东视察秦皇岛港

Huang Zhendong, the Minister of Communications inspected the port.



子纲同志视察秦皇岛港

Comrade Zi Gang inspected the port.



李居昌副部长来港视察

Li Juchang, Vice Minister of Communications inspected the port.



交通部副部长胡希捷视察秦皇岛港

Hu Xijie, Vice Minister of Communications inspected the port.



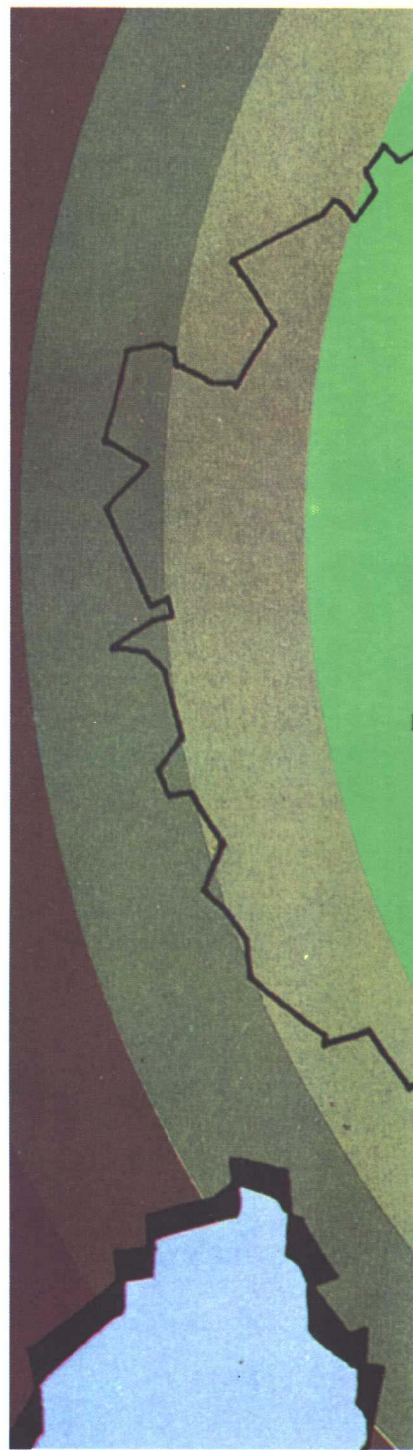
秦皇岛港港徽

The Plaque of Qinhuangdao Port.



秦皇岛港港旗

The Flag of Qinhuangdao Port.



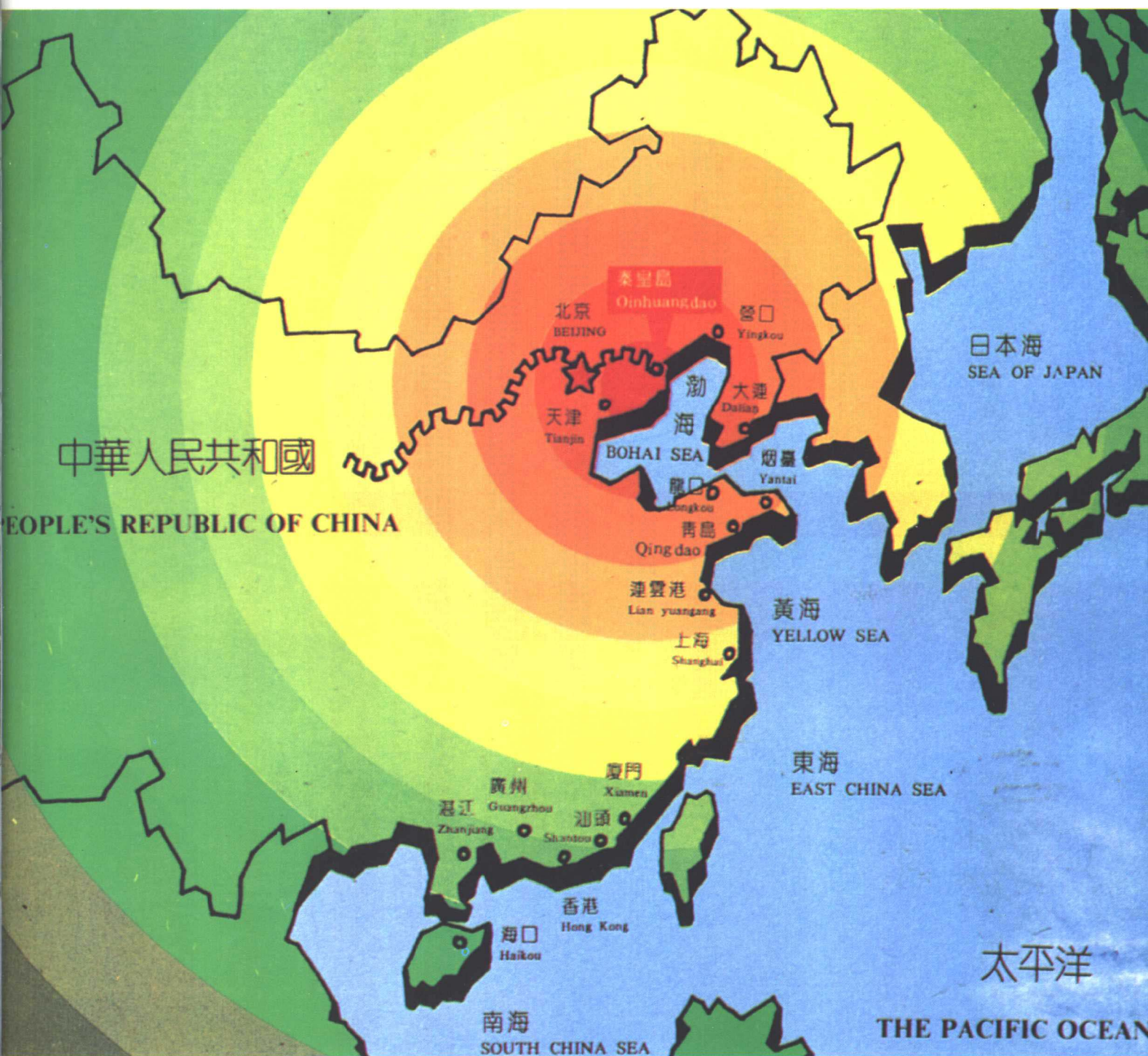
秦皇岛港位于北纬 $39^{\circ}45'28''8$, 东经 $119^{\circ}36'57''6$, 居首都北京的东部, 华北、东北的交通要道上, 是北京—秦皇岛、大同一秦皇岛、天津—山海关、哈尔滨—山海关四条铁路的交汇点。秦皇岛气候温和, 自然条件优越。

气候: 年平均气温 10°C , 7 月份温度最高, 月平均 24°C , 1 月份最低, 月平均 -7°C 。

潮位: 最高高潮位 2.55M, 最低低潮位 -1.43M , 平均潮差 0.70M, 平均高潮位 1.24M, 平均低潮位 0.53M, 最大潮差 2.45M, 最小潮差 0.02M, 平均海平面 0.89M。

潮流: 秦皇岛港附近海域潮流主要为往复流。中、底高涨潮流向 WSW, 落潮主流向为 ENE。涨潮流速略大于落潮流速。

波况: 秦皇岛波型主要是风浪及以风浪为主的混合浪, 约占全年总次数的 76%, 涌浪及以涌浪为主的混合浪约占 22%。



Port of Qinhuangdao is situated at $39^{\circ}54'38''.8N$ $119^{\circ}36'57''.6E$, in the west coast of Bohai Bay, the east of Beijing, on the vital communication line of the northeast of China and on the hub of railway lines of Beijing—Qinhuangdao, Datong—Qinhuangdao, Tianjin—Shanhaiguan and Harbin—Shanhaiguan.

Qinhuangdao enjoys a tempered climate and the superb natural conditions.

Temperature: The annual average $10^{\circ}C$, highest in July, averaged $24^{\circ}C$; lowest in January, averaged $-7^{\circ}C$.

Tide: Maximum 2.55M, minimum $-14.3M$, average difference 0.7M, average maximum 1.24M, average minimum 0.53M, maximum difference 2.45M, minimum difference 0.02M, average sea level 0.89M.

Current: The tide current nearby Qinhuangdao is characterized by return current, flood mid & low current WSW, ebb tide ENE, the flood velocity faster than ebb.

Wave: The mixed wind wave about 76% of the annual total, the mixed surge about 22% of the annual total.

