

Xiamen

CHINA

Throughput 2017: 10,380,000 (+8%)

The Port of Xiamen, in China's Fujian province, recorded an 8% increase in volumes last year, crossing the 10m teu threshold for the first time.

In 2013 the port saw the establishment of the Xiamen Container Terminal Group (XCTG), after five companies agreed to integrate their container terminal businesses. The group, which wholly owns three terminals, is also the controlling shareholder in three joint ventures: Xiamen International Container Terminals (XICT), Xiamen Songyu Container Terminal (XSCT) and Xiamen Haicang Xinhaida Container Terminal (XHDCT).

APM Terminals (APMT) has a stake in XSCT, while CMA CGM has shares in XHDCT. Hutchison Ports is a shareholder in XICT, which handled 1.3m teu last year. This represented a 5% increase in volumes, with the facility benefiting from two additional weekly services.

In order to adapt to the introduction of mega-vessels, XICT is updating its berth

to accommodate two 14,000 teu vessels simultaneously. Quay structure reinforcement works were completed at the end of 2016 and widening of the turn basin is under way, with completion scheduled for the third quarter of 2018.

XICT also launched an auto-gate system in October 2017, speeding up gate processes to less than 25 seconds. A shore power system went into trial operation in January 2018, with the aim of reducing air pollution generated by ships by around 95%.

In addition to XCTG, container traffic at Xiamen is handled by two other operators: the Xiamen Ocean Gate Container Terminal (XOCT) and Zhangzhou China Merchants Port (ZCMP). XOCT, which is a joint venture between COSCO Shipping Ports and the Xiamen Haicang Investment Group (XHIG), has a 1,500 m quay and a designed capacity of 3m teu a year. Last year the terminal's throughput jumped by 33% to 1.5m teu, largely due to a number of new calls by the Ocean Alliance.



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TAIWAN

TEU throughput 2017: 10,271,018 (-2%)

Taiwan's biggest container port recorded a 1.9% fall in volumes in 2017. This was due mainly to a reduction in transshipment volumes as the new alliances deployed more direct services from Southeast Asia, Kaoshiung's main transshipment market, to North America. Despite the fall, 2017 marked the fourth year in a row in which the facility handled more than 10m teu.

There are six container terminals in Kaoshiung with a total of 27 berths between them, and carriers from all three alliances lease terminals there. The port estimates that its current capacity will be exceeded in the near future, and is currently working on a new container terminal, CT7.

CT7 will feature five berths capable of handling vessels of 22,000 teu. The terminal will be sited on 147 ha of reclaimed land, with a total quay length of 2,415 m and a depth alongside of 18 m. The US\$1.1bn facility will be capable of handling 4.5m teu annually, making



it the largest container terminal in Taiwan.

The project has been split into two phases with phase one, which is scheduled to become operational in 2022, featuring a 1,185 m berth with an annual capacity of 2.25m teu. The second phase, which involves the remaining 1,230 m of berth and 2.25m teu of capacity,

will be operational in 2023.

In the first quarter of 2018 Kaoshiung's transshipment volumes rebounded. The state-owned Taiwan International Ports Corporation (TIPC) expects it to return to growth this year and has forecast a 3% increase in container volumes.