



台北港 | Taipei port

填海造地延伸無限商機

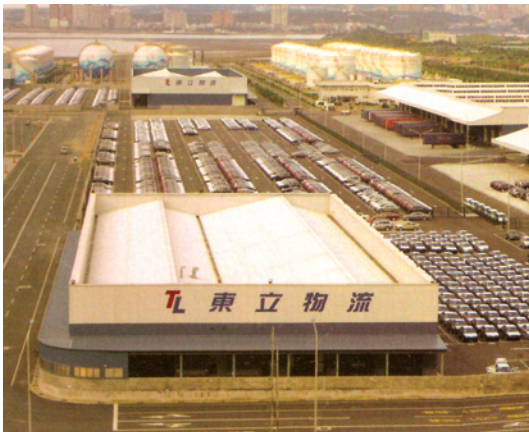
Sea Reclamation Infinitely Extends Business Opportunities

台北港位於台灣北端淡水河口西南岸，以觀音山為屏障，濱臨台灣海峽，對內鄰近大台北都會區及全國主要海運貨源區，對外面對大陸華中、華北及東北亞經濟圈，距大陸福州港134浬，且位於遠東及北美遠洋航線上，非常適合發展為北部地區遠洋航線及兩岸直航港口。

港區總面積3102公頃，水域面積佔1748公頃，陸域面積佔1354公頃；平均潮差1.93公尺，氣象環境和緩，海床平緩，水深適中。2004年正式升格為基隆港之輔助港，2005年台北港自由貿易區申設，取得交通部核發營運許可。

現有9座營運散雜貨碼頭，水深負8至負12公尺，另有3座港勤工作碼頭，水深負3至負6公尺，預計103年完成碼頭28席，待遠程計畫完成將增至53席。台北港採地主港經營，除防波堤、航道及公共道路由政府興建，其餘各項港埠營運設施都開放民間投資興建經營，2006年，進港船舶共計1731艘次，貨物裝卸量近1400萬公噸。

台北港的興建使北部地區港埠能量擴充，大幅縮短船舶等待碼頭時間，降低航商營運成本，在貨櫃中心開放民營後，可提供7座8000 TEU之深水貨櫃碼頭，是極具競爭力之轉口港。



發展用地完全以填海造地方式取得的台北港，第一、二期工程可創造約269億元的土地價值。

The harbor's land was all acquired by reclamation. The first and second stages of this process created about 269 hectares with a value of NT\$26.9 billion.

Taipei port stands under Mt. Guanyin at the southeast bank of Danshui River in the north of Taiwan and faces the Taiwan Strait. The port is close to metropolitan Taipei and is the city's main supply point. The port also serves the central, northern and northeastern economical areas of the China. With China's Fuzhou Harbor only 134 nautical miles and being on the Far East and North American ocean routes, Taipei port is in the right place.

Its total harbor area is 3,102 hectares, with a water area of 1,748 hectares and 1,354 hectares of land. The average tide range is 1.93m and local weather is stable.



The port has a flat seabed and a suitable depth of water. In 2004 it was designated as an auxiliary port for Jilong and in 2005 it was awarded free-trade zone status by the Ministry of Transportation and Communications (MOTC).

There are 9 bulk cargo wharves with water 8-12m deep, plus 3 harbor-duty docks with water 3-6m deep. In 2014, there will be 28 docks in Taipei port, and eventually 53. The port is operated as a landlord port, which means the government constructs the breakwaters, waterways and access roads, with the private enterprise responsible for other facilities. In 2006, 1,731 vessels came and went, and nearly 14 million tons of goods passed through the port.

Taipei port expands the capacity of the country's northern water terminal, dramatically decreasing vessels' idle time along with dealers' running costs. After the privatization of the container center, vessels spent an average of 6.2 hours of idle time, which if based on running costs of NT\$610 thousand/hr for each container ship, helped dealers save a total of NT\$ 800million in 2006.