



高雄港 | Kaohsiung port

亞太海運轉運中心，接軌世界之樞紐港

Asia-Pacific's Trans-shipment Center and a Global Hub

高雄港港灣條件自然天成，腹地廣闊，位於台灣西南端，扼台灣海峽與巴士海峽交會之要衝，據美、紐澳、亞洲環球航線之交匯點。1863年建港，1945年成立高雄港務局管理港口業務，為台灣最大國際商港，也是世界主要貨櫃港之一。

港域面積26.8平方公里，碼頭總長26.6公里，水深16公尺可通行10萬噸級以下船舶，平均潮差0.75公尺，海象穩定，船舶全年通行無阻。聯外交通便捷，港區內有鐵、公路與高速公路連接，臨近國際機場，海空結合，適合作為全球運籌管理中心。

現有碼頭118座、浮筒19組，可同時停靠150艘船舶；其中貨櫃碼頭23座、散雜貨碼頭29座、倉棧65

棟、露置場7處、貨櫃中心5處；各型港勤船舶85艘、各類型貨櫃裝卸機具267台；並建置VTS導航設備及船舶動態通報整合系統，以及全面實施國際海事組織所頒「國際船舶及港口設施保全章程」，並完成碼頭裝卸民營化，以提高貨物裝卸效率。

高雄港自由貿易港區自2005年開始營運，自動化門禁管制系統提高進出管制站效率；資訊平台與海關櫃動庫、航商及相關單位電腦系統連結，提供電子資訊傳輸的現代化作業環境，吸引倉儲、物流及生產加值等業者進駐，拓展港務貨源。

未來續辦理「洲際貨櫃中心」計畫以及「第三貨櫃中心碼頭後線土地」合作興建倉儲物流設施，並



碼頭裝卸民營化，提高貨物裝卸效率，裝卸量逐年成長。

Privatization made the dock's operations more efficient and the volume of cargo handling has since increased.

配合政府海空聯運政策，加速港埠營運自由化，以因應國際海運船舶大型化趨勢，為航商業者提供高效率、低成本的優質作業環境，使高雄港成為21世紀亞太地區最主要之樞紐港與運籌管理中心。

Kaohsiung port is in southeastern Taiwan and is a hub for both the Taiwan Strait and Bashi Channel traffic, also acting as an intersection for lines to America, New Zealand, Australia and various Asian countries. Dating back to 1863, the Port of Kaohsiung was formed in 1945 and is apart from being the biggest business port in Taiwan, it is one of the world's key container ports.

The port measures 26.8 square kilometers and has a depth of 16.5m, which incorporates a 26.6km-long dock. The water is deep enough for vessels weighing up to 100,000 tons and with an average tide range of 0.75m, plus stable weather conditions, vessels can come and go without any problems.

Railway and roads serve the harbor, so transportation of goods is easy. Also, the port is close to the international airport, making Kaohsiung a great global logistics management center.

There are 118 docks and 19 buoys; which means up

to 150 vessels can dock at the same time. It also has 23 container wharves, 29 bulk cargo wharves, 65 warehouses, 7 storage yards, 5 container centers, 85 harbor-duty ships and 267 containerization facilities. It also boasts VTS navigation equipment and an Integrated Vessel Status Reporting System with the International Maritime Organization (IMO) carrying out ISPS Code inspections.

The port's Free Trade Zone started operations in 2005 and its automated entrance control system has enhanced efficiency. The information platform, which connects the cargo community system to the network of vessel dealers and other concerned units, offers e-data. In today's high-tech world, this has attracted storage, distribution and processing dealers and port-related resources.

In the future, Kaohsiung aims to become an "International Container Center" and the construction of a processing distribution center in the rear of the 3rd Container Center will facilitate these operations. By offering sea transportation dealers a highly efficient, low-cost operating environment, Kaohsiung will be the main hub and global logistics management center for the Asia Pacific zone in 21st century.