Construction of a New Generation Container Center and Transformation of the Historic Old Port Area

Intercontinental Container Center

The “Intercontinental Container Center Project” has been implemented at Port of Kaohsiung in response to the trend towards large container ships. The first phase of the project was the construction of four environmentally friendly container terminals with a total length of 1,500 meters long and depth of 16.5 meters. The first phase has been fully operational at present with a total scale of 75 hectares, among which, 13.4 hectares has been designated as sea port free trade zone.

The second phase of the project comprises the construction of a petrochemical oil storage and transport center. The goal is to move the petrochemical terminals and storage tanks to this area for centralized operations.

The second phase will include 19 new Piers covering a total area of 422.5 hectares as the new container base. These will support container ships with capacity of 22,000 TEU to berth. Five petrochemical terminals will have a water depth of more than 18 meters, ten terminals at a depth of 14-18 meters, and four general cargo terminals at a depth of 15-18 meters. This new container base will solidify the status of Port of Kaohsiung as a container transport hub for Asia Pacific.

Old Port Area Waterfront Development

The prosperous development of Kaohsiung city is intimately related to Port of Kaohsiung TIPC is partnering with the Kaohsiung City Government to redevelop land and resources of the Old Port Area waterfront development. These areas will become a diversified waterfront commercial recreation services zone that benefit from close proximity to the port.
Port of Kaohsiung is located in southwest Taiwan, and is an important transit point for maritime transport between Asia, Europe and America. Port of Kaohsiung has more than 300 routes spreading over 5 continents. Port of Kaohsiung is an excellent natural port with an average tidal range of 0.75 meter and steady sea condition, which enables passage of ships all year round.

Port of Kaohsiung accounts for about 62% of Taiwan's import/export cargo volume and about 70% of the container volume in Taiwan, with an annual volume of more than 10 million TEU. Bulk cargo handled is mainly iron ore, oil, pig iron, crude oil and coal-based material. Port of Kaohsiung also has heavy industry, shipbuilding, petrochemical raw material, and yacht manufacturing service zones to satisfy various needs from nearby industries such as CPC Corporation, China Steel, CSBC Corporation, and other heavy industrial areas.

To further enhance transport efficiency, a 4.53 km expressway connecting Port of Kaohsiung to the outside areas is being constructed. Once the expressway is completed, it can shorten transit time and lower transportation cost.

Port of Kaohsiung has implemented multiple large-scale constructions to achieve the objective of sustainable development and received European EcoPort certification in 2014 by the promotion of a range of green measures. The best practical examples include the bulk cargo loading facilities, brown-/field rehabilitation, retention of wild bird habitats on the Nan Hsing Project District, and the development of ecological diversity.

In recent years, Port of Kaohsiung has continued to make investments in its container terminals and land terminals. In 2014, Kaohsiung Cruise Passenger Terminal will be completed. The terminal will be ready with the capability to accommodate cruise ships of 225 thousand tons and to provide more comprehensive customs clearance facilities and comfortable passenger service environment, moreover become a new landmark for Port of Kaohsiung.

Port of Kaohsiung is in close proximity to steel manufacturing, shipbuilding, petrochemical, and other competitive industries and provides comprehensive facilities of harbor, warehouse, and venues. The FTZ is equipped with the most advanced multi-temperature logistics warehouse and technology that makes it an international logistics storage and distribution base for fresh products, food, industries, and other commodities. Furthermore, Port of Kaohsiung is a delivery point of London Metal Exchange (LME) and attracts LME warehouse members to conduct non-ferrous metal storage and transact here with low cost and high-efficiency logistic service.

Port of Kaohsiung Free Trade Zone (FTZ) covers container terminals Nos. 1 to No. 5, Nakajima Commercial District Pier No. 30 to No. 39, the hinterland of the Qianzhen Commercial District container center No. 2, hinterland of Intercontinental Container Terminal phase 1 and Zone A5, and the Nanfeng Project Area. Port of Kaohsiung is in the vicinity of Kaohsiung City with rich tourism resources and attracts international cruise ships. It is currently the second cruise home port for Taiwan and accommodates cruise ships at Pier 2-3 and 8-10, yet by 2020, Kaohsiung Cruise Passenger Terminal at Pier 18-21 will be ready with the capability to accommodate cruise ships of 225 thousand tons and to provide more comprehensive customs clearance facilities and comfortable passenger service environment, moreover become a new landmark for Port of Kaohsiung.