



# Taiwan's Ports Linking Asia to the World

臺灣港務股份有限公司  
TAIWAN INTERNATIONAL PORTS CORP., LTD



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## Taiwan Ports Group

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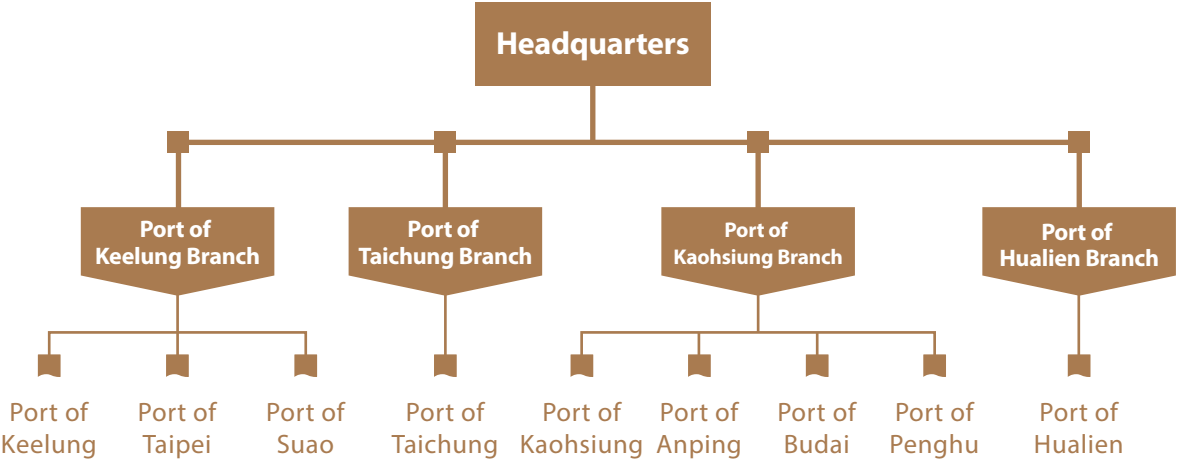


Taiwan is an essential way-point for West Coast of the United States and Asia pacific routes for the global shipping system. Taiwan’s unique geographical location has made it a transit center for distant and near-sea maritime transport in East Asia. Due to recent economic rise of China and Southeast Asia as well as the development of the Greater East Asian trade system, there is increased competition among Asian ports. The natural advantages and continuously improving effectiveness of Taiwan Ports have become an important factor for Taiwan to maintain its status in the Asia Pacific economy.



“Focus on Innovation to Enter the World Market  
and become the Best Port Operation Group Worldwide”

“Construct High-quality Extraordinary Ports to Connect  
Talent, Logistics, and Financial Flow from Taiwan to the World”



### Resource Integration, Innovative Operation

Taiwan International Ports Corporation, Ltd. (hereinafter referred to as TIPC) is a state-owned enterprise affiliated with the Ministry of Transportation and Communication, which, in collaboration with government reorganizations, established the "Maritime and Port Bureau" and "TIPC on March 1st, 2012. The Bureau is dedicated to maritime and port administration, and TIPC focuses on port business operations as well as the integration of various domestic and international commercial port resources.

TIPC has seven major international commercial ports under its jurisdiction: Port of Keelung, Port of Taichung, Port of Kaohsiung, Port of Hualien, Port of Taipei, Port of Suao, and Port of Anping. TIPC is also commissioned to operate both domestic Port of Budai and Port of Penghu to integrate the comprehensive functions of the Taiwan ports group. TIPC uses innovative thinking and diversified business capabilities to strengthen port efficiency and flexibility, and to promote the development of ports and the peripheral industries whilst enhancing the international competitiveness of the ports in Taiwan.







10million  
TEU

## High-quality Port & Transport Hub

Taiwan ports group is now able to fully accommodate berthing for all large ships and provide excellent port services using high-performance loading and stevedoring operations.

"Transit Cargo" is essential to Taiwan ports operation as well as a central part of the development of the over "10 million TEU" throughput annually in port of Kaohsiung. In addition to creating a brand new large scale container center, TIPC has developed numerous incentive programs in response to the move towards large vessels (over 20 thousand TEU) to encourage development of new routes and increased cargo volume. The objective is to provide customers with more convenient and diverse transport options.

## Sea Port Free Trade Zone Diversified Operating Model

Taiwan has six sea port free trade zones: Port of Keelung, Port of Taipei, Port of Suao, Port of Taichung, Port of Kaohsiung and Port of Anping.

The sea port free trade zones (FTZ) use a "Within the boundary, Outside customs" philosophy to promote trade and to facilitate the flow of goods, personnel, finance, and technology. Enterprises can enjoy tax concessions, high degree of self-management of both operations and information, in-depth processing, and relaxed foreign worker quotas. The objectives are to reduce and simplify the logistics faced by transnational enterprises and reduce the number of obstacles to ensure the smooth flow of goods and people. The entry process also helps to meet the needs of global operations and supply chain management and to strengthen the competitive advantages of enterprises.

TIPC has promoted the FTZ by developing LME non-ferrous metal storage transfer facilities, a convenient environment for Multi-national Cargo Consolidation (MCC), as well as maritime express, sea and air transport, cross-border e-commerce, overseas distribution center, and other FTZ business model operations. The goals are to exercise the advantages of the FTZ, attract the transit of cargo ships, and establish a distribution center in Taiwan. Business operators can also partner with manufacturers outside the region to take advantage of the benefits of the FTZ, in order to build a full stream production model for FTZ goods, and achieve both diversified operations and business expansion objectives.



### Six Major Niches

#### Free circulation of goods

Goods are free from inspection, testing, and escorting. The monthly reported is applied for the circulation of goods in the domestic tax areas and bonded areas

#### Autonomous management

Customs review enterprise's account through the system

#### Offering tax preferential

Exempt from tariff, commodity tax, business tax, tobacco & wine tax, public health & welfare due on tobacco products, trade promotion service fee, harbor service due. Foreign for-profit conditionally exempt from business income tax

#### One-stop service

One stop consulting and administrative service

#### Inside the Border but Outside of Customs

Goods shall be exempted from relevant duties and taxes and free from the import restrictions set forth in other acts, regulations or orders

#### Allowing in-depth processing

The in-depth processing is allowed for FTZ including assembling, processing, manufacturing, etc



## New Cruise Base Dual Home Ports in North and South

The unique tourism resources of Taiwan have attracted visits by many world cruise liners with large numbers of passengers. This has turned Taiwan into a key Asian waypoint for cruise ships. TIPC is fully devoted to the overall development of the cruise industry and the improvement of passenger customs clearance. TIPC has actively enhanced port facilities and overall waterfront development to turn the harbors of Taiwan into the most glamorous group of cruise ship ports in Asia.

The international cruise travel business is now a key diversification strategy of port operations for TIPC. Local tourism resources and features have been fully integrated to promote economic prosperity for the regional industries. The dual cruise ship home port project has also been fully integrated for the port of Kaohsiung and port of Keelung.



▲ Port of Kaohsiung

### Dual Home Ports in North and South



▼ Port of Keelung



▲ Thin Film Solar Power Device, Port of Suao

## Green Port Sustainable Development

TIPC has promoted the EcoPort program with respect to four aspects: "travel," "freight," "port environment," and "community development", whilst striving to enhance transport quality and freight efficiency. TIPC has also been building a more comprehensive port environment with self-management system and open communications channel between the local government and the community to construct the perfect sustainable port that echoes the heart of the public.

### EcoPort Certification

EcoPorts Certification was established by the Port Organization of the European Union and is issued after an inspection of the environmental friendliness of a port. Taiwan's ports have participated in the EcoPort certification process by establishing self-management systems to enhance the overall environmental sustainability of the ports. At present, the international commercial ports under TIPC, including Port of Keelung, Port of Taichung, Port of Kaohsiung, Port of Hualien, Port of Taipei, Port of Suao, and Port of Anping; have all obtained EcoPort certification. It's also the only group of ports in Asia Pacific to have achieved this honor.

In recent years, TIPC has actively promoted the "Taiwan Port Group Vessel Access Speed Deceleration Reward Mechanism" and has set up a mechanism for decelerate vessels to enhance the effectiveness of vessel pollution reduction so as to contribute to the sustainable development of the environment.

### Green Energy in Port Area – Offshore Wind Power

The coastal sea waters near the western shore of Taiwan are excellent wind field areas, thus in accordance with the national offshore wind power development policy, TIPC is actively investing in various wind power port infrastructures as well as vessel maintenance and basic safety training services. Port of Taichung has been designated as the offshore wind power operation home port while Port of Taipei as the underwater operating port to strengthen the wind power capacity of Taiwan's ports group .



▲ Gaomei Wetlands in Taichung

### Green Energy in Port Area – Solar Power

In response to energy conservation as well as carbon reduction and to preserve global resources, TIPC has installed solar panels on large area warehouse roofs at port of Taichung and port of Kaohsiung, and are actively expanding the efforts to other ports. The goal is to turn general storage spaces into pioneering power facilities in order to facilitate green environmental protection.





## Smart Port Innovative Services

### Smart Services

TIPC has installed convenient wireless networks at the various ports to provide access to Internet and Cloud services. Business operators at the ports can use mobile APPs to receive dynamic and updated port/vessel related information, and loading companies can connect to various business websites to accelerate their business processes. Travelers arriving at the port also have free Internet access at the service centers.

### Smart Operations

#### Fully Electronic Port

TIPC continues to digitize and integrate the various business systems and port operations to give customers access to comprehensive real-time business and port operations. Vessel Traffic Services (VTS), Automatic Identification System (AIS), Radio Frequency Identification (RFID), computerized berth deployment, International Ship and Port Facility Security (ISPS), Closed-Circuit Television (CCTV) are all available.

#### Hinterland Management Systems

TIPC provides a highly efficient and safe logistic environment for hinterland management. This is done by applying automated cargo identification, positioning, warehouse management, logistics tracking, and customs supervision applications.



▲ Automated Container Yard of Container Terminal 6, Port of Kaohsiung



▲ Automatic Checkpoint System

### Smart Platform

Information linking and SAP enterprise resource planning (SAP ERP) integration, a computer and automated terminal operation system (CATOS), Taiwan Port Net (TPNet), automated access, and other platforms all enable TIPC to realize a "One input, Full service". This allows business operators to rapidly complete the relevant procedures and improve efficiency.

TIPC also plans to incorporate all port area land and sea traffic related transportation messages into a "Smart Traffic Platform" which will process information instantly using Big Data technology. This will transcend the boundaries of the smart port traffic platform and ensure smooth traffic flow and operational efficiency.



▲ Training Building, Academy of Maritime Development

## Academy of Maritime Development Maritime Personnel Training Base

TIPC implemented a new education and training facility at Port of Taichung in 2015 with the Academy of Maritime Development which was established in collaboration with national policies and in line with industrial investment trends.

### The Establishment and Promotion of the Offshore Wind Power Education and Training Center for the Cultivation of Talents for the Industry

In response to the national offshore wind turbine industry development plan, TIPC has developed an international GWO Standard compliant offshore wind power training center that provides certified and customized training services where industry talents can be cultivated to achieve industry localization.

### The Introduction of Professional International Maritime Courses to Enhance Talent and Competitiveness.

To ensure an international and professional standard of maritime training in Taiwan, TIPC has introduced professional courses from ICS, BIMCO, APEC, ClassNK, and other well-known international maritime training institutions.





## Future Outlook

Master the Container Routes and Solidify the Hub Position

Construct a Logistics Base to Drive Economic and Trade Development

Promote Cruise Travel to Gather Large Numbers of Tourists

Re-engineer Port Assets to Energize Waterfront Business Opportunities

Support Offshore Wind Power to Diversify Business Scope

Pursue “the Smart Port” to Ensure Sustainable Development

## Port Development Designation

International Commercial Ports

Domestic Commercial Ports











## Urban Port for Passengers and Cargo

Port of Keelung is close to Central China, being only 378 nautical miles from Shanghai Port and 326 nautical miles from Ningbo Port. Keelung is an excellent natural port located in the main path of the Northeast Asia route. It has an average tidal range of 0.73 meter, outstanding upstream and downstream port related industrial resources, and is in the vicinity of the northern political and economic center. With recent emphasis on dual core development strategy of passenger and cargo services, the outer Port of Keelung is designated to provide cargo services such as international containers, cross-strait passenger and freight transport, intra-Asia container services and container storage and transportation. Cargoes primarily include gravel, oil, cement, steel hardware, and automobiles.

In addition, stevedoring service and terminal privatization of Port of Keelung have improved its efficiency to lower the cost for its customers. The inner port is a passenger oriented zone, offering international cruises and passenger terminals. Furthermore, the development of three historic warehouses into a visitor center provide cultural, creative and art performances. This port configuration fully complies with the dual core development strategy of passenger and cargo to drive the development of an urban/port business district.

Port of Keelung received the European EcoPort certification in 2015 and promotes various green port and environment related measures such as port sewage treatment planning, a sewage runoff interception facility and a 24-hour automatic continuous environmental monitoring system.



▲ West Bank Container Terminal Area





- Logistics & Warehousing Area
- Fishing Harbor
- Container Terminal Area
- A1 West Coast North Terminal
- A2 West Coast South Terminal
- Ferry / Cruise Terminal Area
- Reclamation Area
- Tourist Services & Recreation Area
- C1 Waterfront Recreation Area
- C2 Keelung Maritime Plaza
- Port Administration
- Green Zone
- Industrial Zone
- B1 CSBC Corporation Taiwan - Keelung
- B2 Tongpan Island
- Bulk/General Cargo Terminal Area
- Military Zone
- Naval Keelung Logistics Support Command



Port area  
**572** hectares

Water area **376** hectares

Land area **196** hectares



Port width **355** meters

Water channel depth  
**-15~-15.5** meters



Pier  
**56** berths



Accommodates up to  
**60** thousand tons  
bulk cargo vessel

**10** thousand TEU  
container vessel

**225** thousand tons  
cruise ship berthing



Bulk cargo loading  
capacity of  
**14.6** million tons/year

Container loading  
capacity of  
**3.1** million TEU/year



Averages between(2014-2016)

Cargo loading volume of approx  
**64** million freight tons/year

Container loading capacity of approx  
**1.5** million TEU/year

Cargo throughput of approx  
**19** million tons/year



Detail information  
QR code



## Cruise

Port of Keelung is the busiest as well as the most important cruise home port of Taiwan. Located at the heart of the city, the port is favoured by international cruise passengers due to its accessibility by public transportation systems and the close proximity to Taipei and other northern coastal attractions. At present, East and West Pier No. 2-4 provide cruise berths and West Pier No. 2-4 will be capable of accommodating up to 225 thousand tons cruise ships by 2018.

The attractive geographical advantages of Port of Keelung have turned it into a bustling cruise hub in the greater Taipei area. This has attracted significant investment by companies such as Star Cruises, Princess Cruises, Costa Fortuna and Royal Caribbean Cruises. An average of five cruise ships depart Port of Keelung each week during the peak season. The rich cruise travel options are well suited to a wide range of different passengers, and the cruise industry development at Port of Keelung has reached a stage of vigorous growth.



## Free Trade Zone

Keelung is the lifeline of the greater Taipei metropolitan area and is located in the vicinity of the major political, industrial, and commercial centers in Taiwan. The port is also surrounded by Xizhi, Nangang, and Neihu science parks and the Dawulun, Ruifang, and Liudu industrial zones. Port of Keelung is highly suited to the shipping industries, international logistics, warehousing, large-scale wholesalers and international traders. By using Port of Keelung as the base of operations and taking advantage of Port of Keelung FTZ, it provides business operators the platform to transit, distribute, store and consolidate multi-national cargo, in a simple and expedited process. All of which are achieved by efficient customs clearance procedures that optimize logistics flow and significantly lower operational cost.



▲ Logistic & Warehousing Area in West Pier No. 29 - 32 Hinterland



## Eastern Port for Passengers and Western for Cargo Creating New Shipment and Tourism Business Opportunities

The "Eastern Passengers and Western Cargo" short term development plan implemented at Port of Keelung combines the port and city renewal plans to create a prosperous port/city living environment, with the aim to enhance the international image of Keelung, and attract manufacturers to invest and locate in the area.

The overall development vision and spatial planning for Port of Keelung are based on the "Big U (Big Smile Port Project)". This development theme will turn the port into a multi-dimensional hub with a cultural experience area, a creative tourism and a transport business district, a core cruise ship passenger transport zone, a waterfront tourism business district, and a mountain and sea cultural area. The smile curve of the port entrance is based on the "Showcase New Keelung with a Green Harbor" concept with the aim of integrating the Port of Keelung waterfront and the surrounding urban development.

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# 2 PORT OF TAICHUNG







▲ Wind Farm on Huanggang North Road

## Central Energy Industry Value Added Port

Located in central Taiwan, Port of Taichung is 508 nautical miles from Shanghai, 395 nautical miles from Hong Kong, and is located at the center of the East Asia shipping routes. Port of Taichung is a regional service center for large-scale bulk cargo shipping and storage as well as a near-sea container shipping port. With a comprehensive ground transport network, Port of Taichung is adjacent to the Taichung International Airport, and serves as a key cross-strait passenger and cargo vessel berthing port. The main shipments comprise of coal, oil, iron ore, liquefied natural gas, cement and cargo goods.

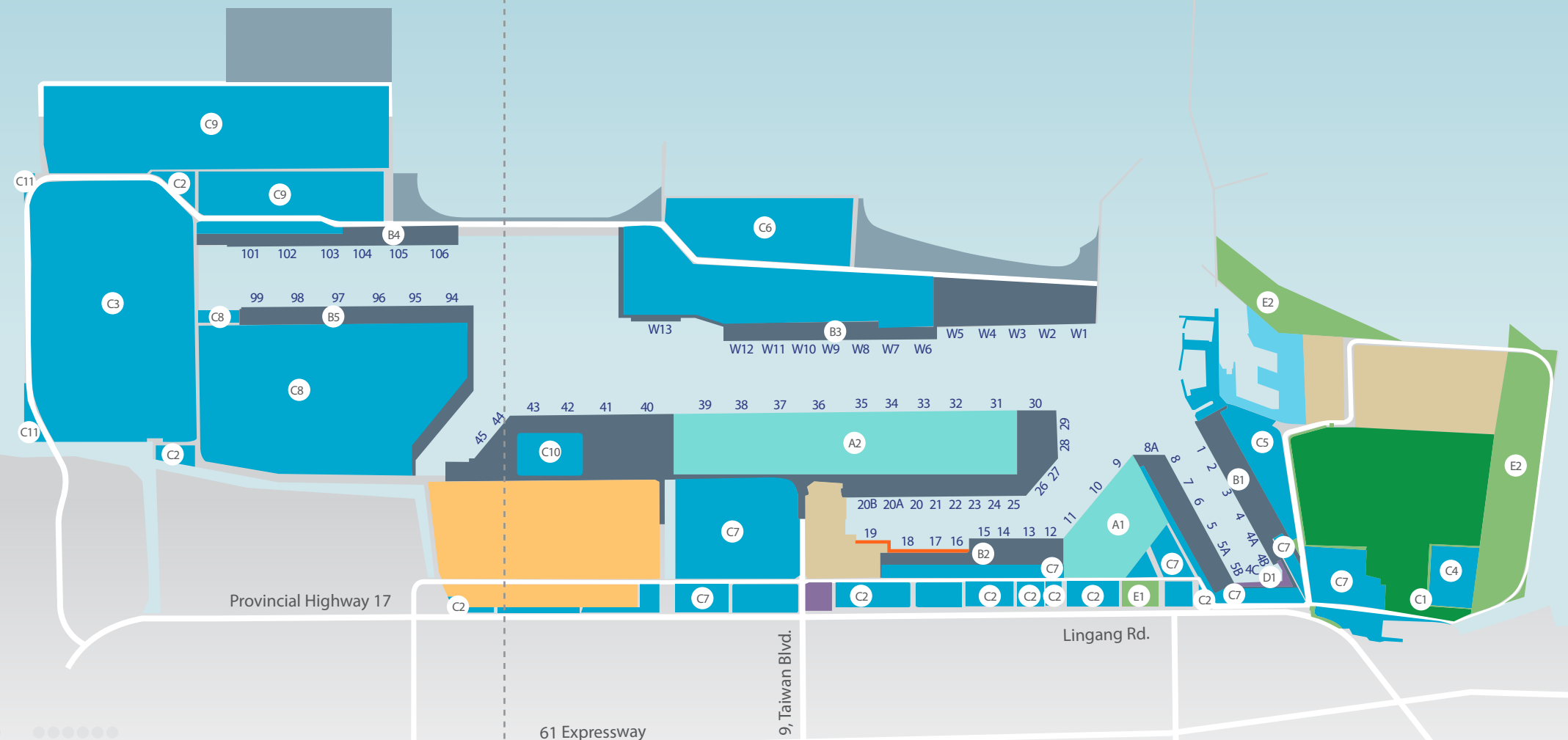
Port of Taichung also comprises of several industrial development zones that are designated for petrochemical, energy, and industrial processing, warehousing and transportation, port services, tourism and recreation. The port provides comprehensive support services to achieve economies of scale and has developed into a regional center for passenger and container services, an industrial base, and a value-added logistics port.

Port of Taichung was awarded European EcoPort Certification in 2015 and promotes various green port and environmental protection measures including the preservation of the Gaomei Wetlands in the north, maintenance of the Dadu River estuary wildlife sanctuary to the south, preservation of a green belt of over 200 hectares of fine forest park and promoting carbon dioxide emission reduction and wind power industry park.



▲ West Terminal Area





Port area  
**11,285** hectares

Water area **8,382** hectares

Land area **2,903** hectares



Port width **400** meters

Water channel depth  
**-16** meters



Pier  
**58** berths  
(which will be expanded to 78 berths)



Accommodates up to  
**206** thousand tons bulk cargo vessel

**5** thousand TEU container vessel

**160** thousand tons cruise ship berthing



Bulk cargo loading capacity of  
**105.41** million tons/year

Container loading capacity of  
**1.8** million TEU/year



Averages between(2014-2016)

Cargo loading volume of approx  
**124** million freight tons/year

Container loading capacity of approx  
**1.5** million TEU/year

Cargo throughput of approx  
**74** million tons/year



Detail information  
QR code



- Fishing Harbor
- Ferry/Cruise Terminal Area
- Tourist Services & Recreation Area
- Forest Shelter Area
- Future Development Zone
- Industrial Zone (II)
- Logistic & Warehousing Area
- Warehousing & Transfer Area
- Green Zone
- E1 Forest Park
- E2 Low-Density Development Area

- Port Administration
- D1 Coast Guard Administration
- Container Terminal Area
- A1 North Jetty Area
- A2 Central South Jetty Area
- Bulk/General Cargo Terminal Area
- B1 North Terminal Area
- B2 Central Terminal Area
- B3 West Terminal Area
- B4 South Terminal Area(West Side)
- B5 South Terminal Area(East Side)

- Industrial Area
- C1 Port Service Zone (I)
- C2 Port Service Zone (II)
- C3 Power Plant Zone
- C4 CPC Oil Depot Zone
- C5 Food Processing Zone
- C6 Petrochemical Industrial Zone
- C7 Special Zone for Port Industry Development
- C8 Industrial Zone (I)
- C9 Industrial Zone (II)
- C10 Industrial Zone (III)
- C11 Industrial Zone (IV)





▲ Automobile Logistics Area in Pier No. 16 – 18

### Free Trade Zone

Port of Taichung focuses mainly on the transport of oil-blending products, and also actively promotes bonded warehouse and commissioned processing models, and collaborates with the surrounding processing export zones, science parks, Changbin industrial zone, and other manufacturing sites, to create a regional cluster effect. The aim is to increase the added value of goods as well as satisfy customer's various operating and business needs such as cargo storage, re-assembly, simple processing, manufacture processing and re-export, etc. The site is an excellent location for the establishment of a distribution and logistics center.



### Cruise

Port of Taichung faces the Taiwan Strait and is the primary port for international cruise ships and cross-strait ferries. With a rich history, culture and culinary allurements, it is an attractive waypoint for cruise visitors. Pier 18-19 and 30-31 have cruise ship berthing large enough to accommodate 160 thousand tons cruise ships as well as comprehensive customs clearance facilities.

### New Business Opportunity in Harbor Commercial District and New Base for Offshore Green Energy

#### Harbor Commercial District

Mitsui Fudosan Co., Ltd. of Japan, has been an investor for the construction of Outlet Park on 18 hectares of land at Port of Taichung. This will develop "Coastal Tourism" along with the surrounding coastal park recreational facilities.



#### Offshore Wind Power

Port of Taichung is very close to the offshore wind fields. It has comprehensive port infrastructure, waterways, and hinterland conditions to meet the distinctive requirements of wind turbine manufacturing, assembly, and special operational needs. In response to the offshore wind power generation development policy, Port of Taichung has commenced construction of the #5A and #5B heavy Pier, and is modifying #2 Pier, and building #106, for wind turbine assembly. The port has reserved 80 hectares of land for the domestic wind turbine component industrial zone and related infrastructure. The aim is to attract domestic and foreign offshore wind power related industries to the park and drive development of a national equipment and components of supply chain. TIPC has also planned to use the current fleet and staff to construct docks, work boats, and shallow water canals to provide offshore wind power maintenance and safety training services. TIPC has also introduced foreign offshore wind power safety training courses to cultivate industry talent and turn Port of Taichung into a stronghold for international green energy.



▲ Gaomei Wetland

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▲ Container Terminal No. 4

### Major Container Port, Transport Hub

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 around 62% of Taiwan's import/export cargo volume and about 70% of the container loading 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 energy, 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.

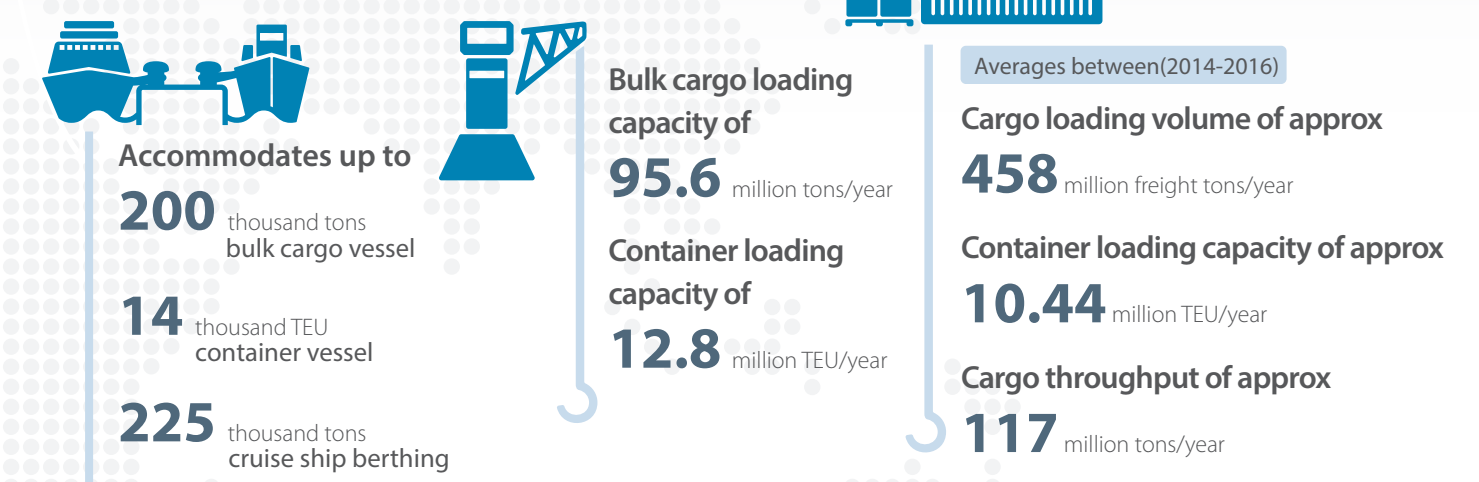
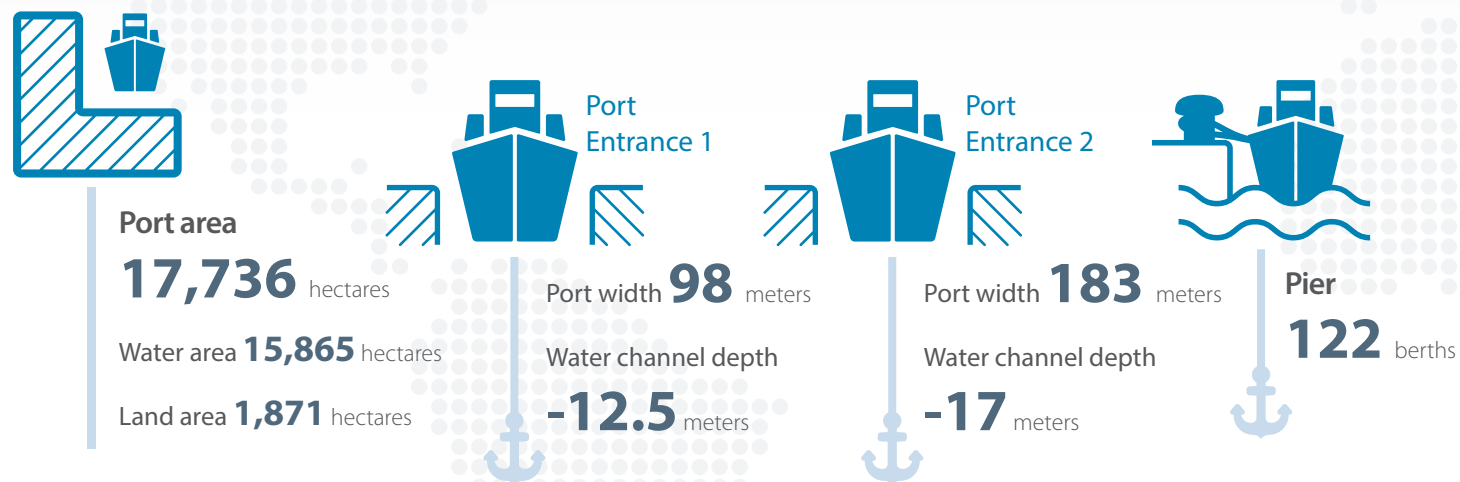
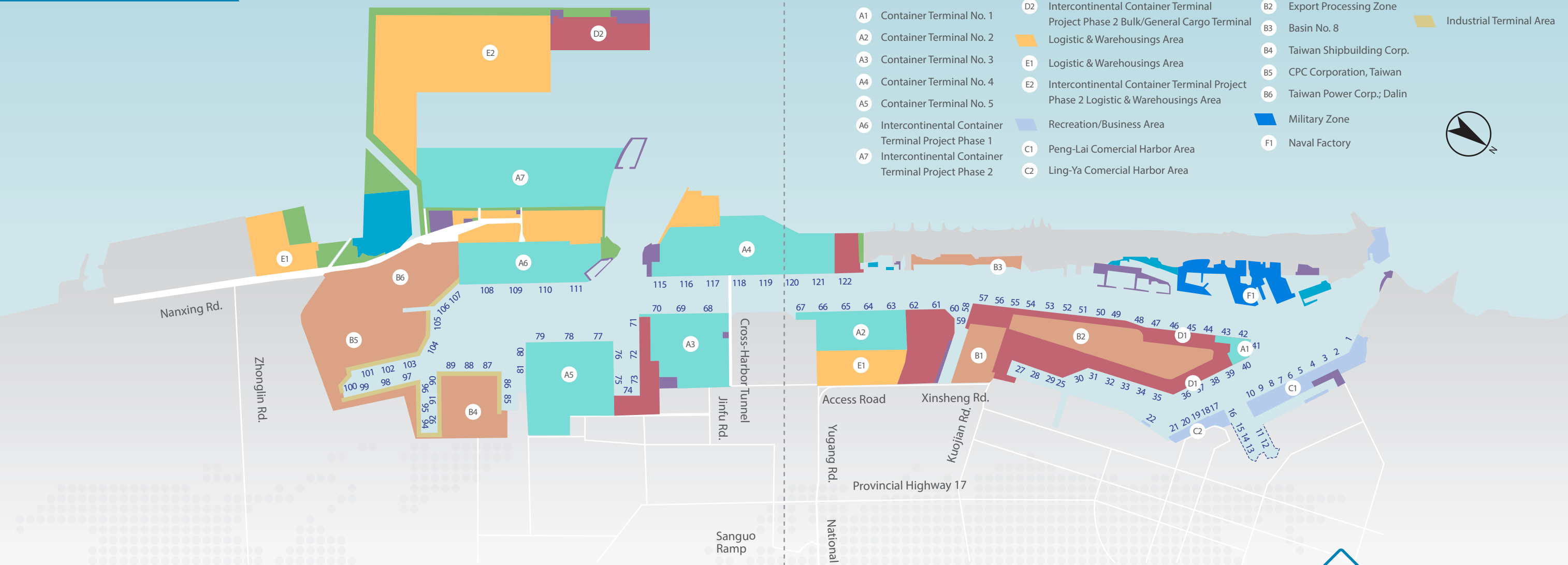
To further enhance transport efficiency, a 4.53 km expressway connecting Port of Kaohsiung to the outside areas is being constructed. Once the expressway is completed, it can shorten transit time and lower transportation cost.

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 port 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.





# Port of Kaohsiung



Detail information  
QR code



### Free Trade Zone

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 merchandises. 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 transit here with low cost and high-efficiency logistic service.



▲ Public Warehouse 1

### Cruise

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.



▲ Kaohsiung Cruise Passenger Terminal

### 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 environmental 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.



▲ Intercontinental Container Terminal – Phase 1



▲ Intercontinental Container Terminal – Phase 2

#### Old Port Area Waterfront Development

The prosperous development of Kaohsiung city is intimately related to Port of Kaohsiung. TIPPC 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.



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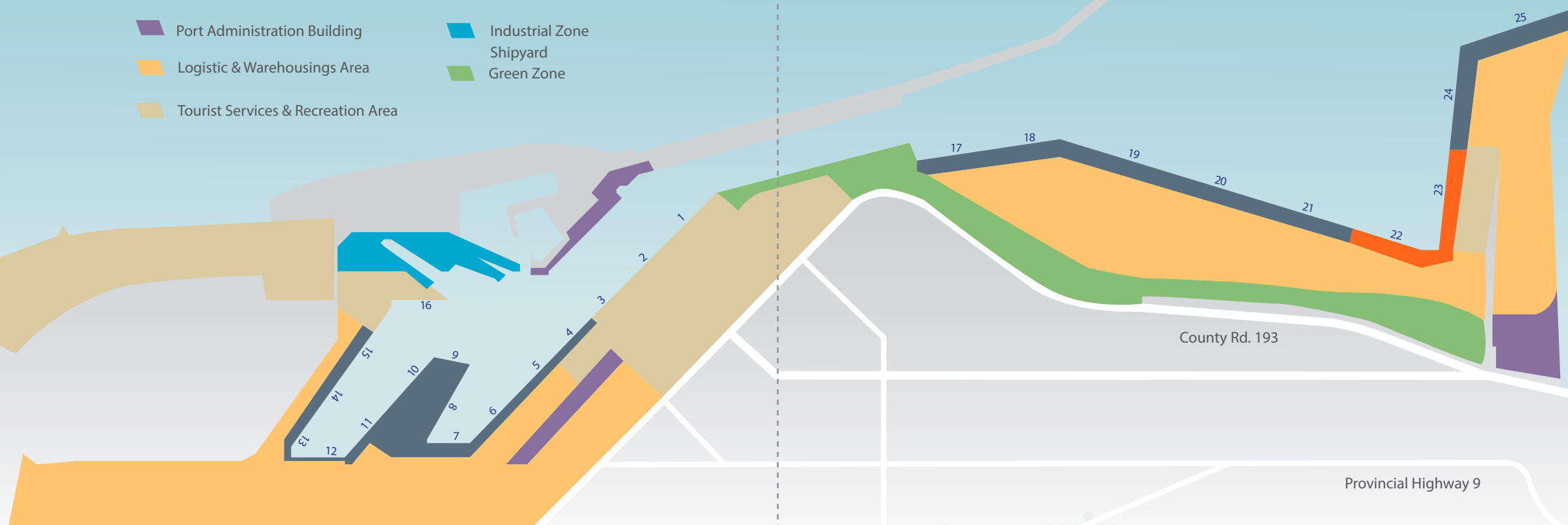
# 4 PORT OF HUALLEN







- Ferry / Cruise Terminal Area
- Port Administration Building
- Logistic & Warehousing Area
- Tourist Services & Recreation Area
- Bulk/General Cargo Terminal Area
- Industrial Zone Shipyard
- Green Zone



### East Coast Maritime Shipping Hub

Port of Hualien faces the Pacific Ocean to the east and the central mountains to the west. It is an artificial port formed by the combination of east and west seawalls. It is the only international commercial port in Eastern Taiwan, and is only 2 hours from the Main Pacific Channel.

Port of Hualien cargo transport is linked to the Beibin outer ring road, and an automatic gate outpost is constructed at the entry to the port. The port area has automated facilities that provide rapid cargo clearance services, and its piers have automated closed conveyor equipment aimed at improving stevedoring efficiency. The cargo of this port is primarily cement, gravel, wood panels, ore, and coal-based product. The marine Blue Highway

can be used to reach Port of Suao, which has become a new route of choice for cargo transport between the East Coast of Taiwan and the Lanyang Plains.

Port of Hualien received European EcoPort certification in 2016 from the promotion of various green port and environmental protection measures. The best practical examples include the Hualien Port Water Resources Bank, construction of the Beiping culvert outer ring road, and the combined railway and maritime transport.



Port area  
**308.82** hectares  
Water area **136.84** hectares  
Land area **171.98** hectares



Port width **275** meters  
Water channel depth  
**-12~-16.5** meters



Pier  
**25** berths



Accommodates up to  
**100** thousand tons bulk cargo vessel  
**225** thousand tons cruise ship berthing



Bulk cargo loading capacity of  
**18.3** million tons/year



Averages between(2014-2016)

Cargo loading volume of approx  
**11.95** million freight tons/year  
Cargo throughput of approx  
**11.7** million tons/year



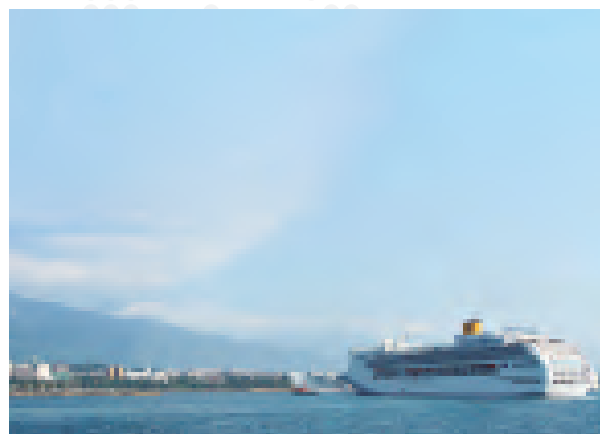
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### Cruise

The cruise tourist center of Port of Hualien is located at Pier No. 23-24, which have natural deep-water advantages and can accommodate cruise ships of up to 225 thousand tons. The port's multi-purpose passenger service station provides customs, quarantine, immigration, and security clearance services. Hualien is home to world-class scenic attractions, where you see nature in all its glory and foreign visitors often visit Taroko National Park amongst other must-visit attractions.

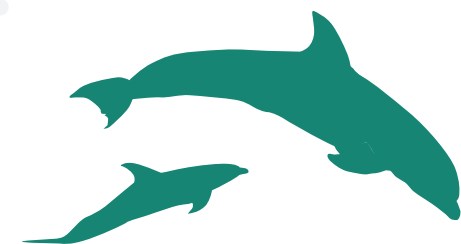


### Seaside Recreation Area Convergence of Culture and Leisure for the East Coast

Port of Hualien is implementing the "Inner Harbor Passenger and Outer Harbor Cargo Transport" zoning plan, which combines green and eco-friendly leisure activities with cruise service area to attract international tourists. Port of Hualien aims to be a metropolitan harbor and looks to integrate surrounding lands with tourist resources such as the development of whale watching programs, hotels and restaurants. Plans are already underway to combine adjacent urban warehouses with the surrounding waterfront facilities which can be turned into marine education centers and used for cultural innovation, tourism, leisure, recreation, and as other multi-functional art spaces.

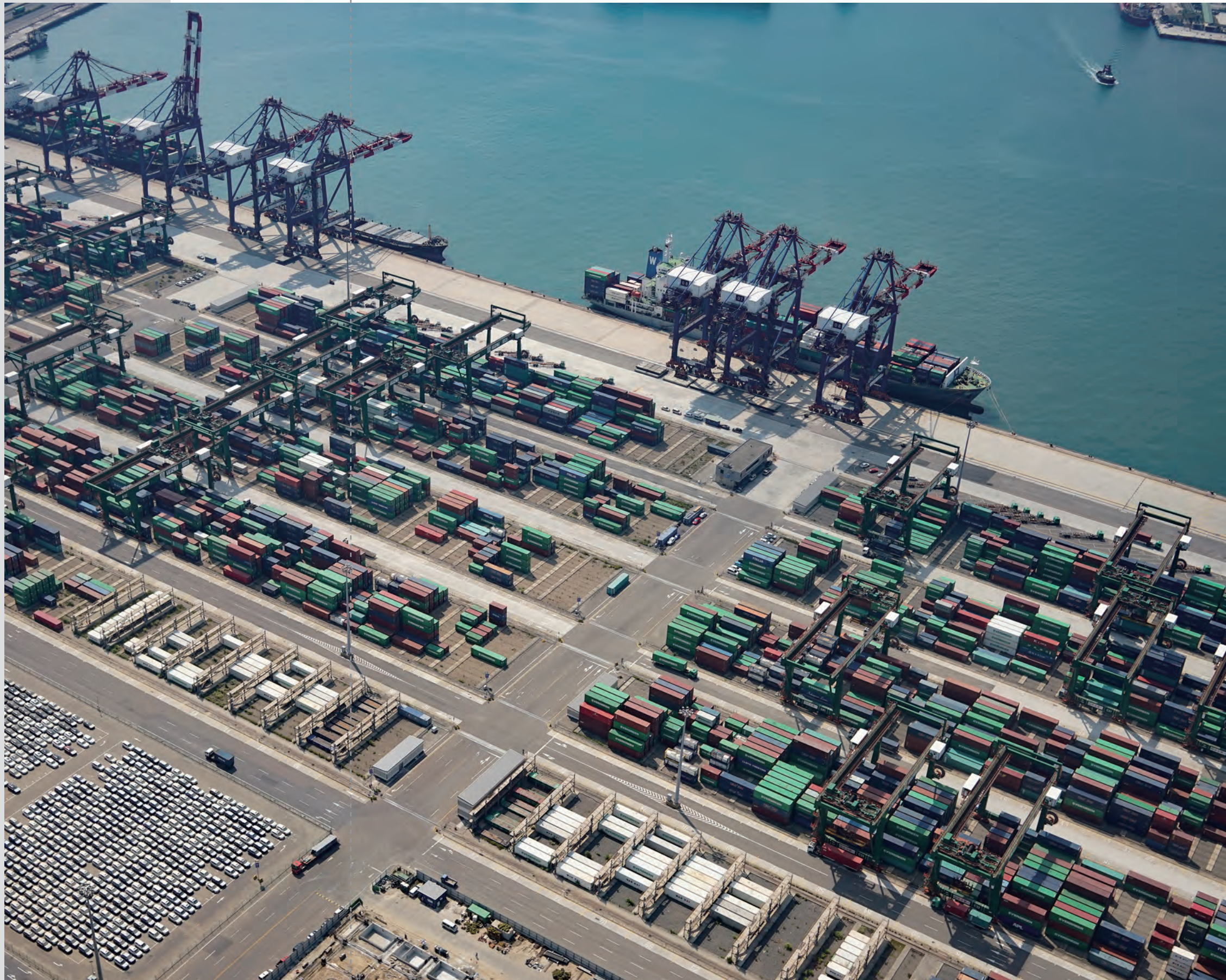
#### Contact Information

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# 5 PORT OF TAIPEI





- Port Administration
- Container Terminal Area  
Container Distribution Center No.1
- Bulk/General Cargo Terminal Area
- A1 Bulk/General Cargo Center No.1
- A2 Bulk/General Cargo Center No.2
- A3 Temporary oil center
- Green Zone
- Military Zone  
Coast Guard Area
- Logistic & Warehousing Area
- B1 Logistic & Warehousing Area Phase 1
- B2 Logistic & Warehousing Area Phase 2
- B3 Automotive Logistics Area
- B4 East Terminal Warehousing Area
- Tourist Services & Recreation Area
- Port Service Area  
Traffic Service Area
- South Terminal Area

## Sea-air Transport International Logistics Value-Added Port

Port of Taipei is located on the southwest side of the Tamsui River estuary facing the Taiwan Strait. Port of Taipei has convenient access to passenger and cargo routes as it lies 34 nautical miles from Port of Keelung in the east, 87 nautical miles from Port of Taichung to the south, and 134 nautical miles from Port of Fuzhou in the west.

Port of Taipei is an artificial Harbor built on reclaimed land and is an auxiliary port to Port of Keelung. With convenient transportation and direct access to the Greater Taipei Metropolitan Area via express ways and Taoyuan Airport via highway. Furthermore, Port of Taipei also has access to other transport networks such as the Air cargo park, Hsinchu Science Park and the industrial areas of Northern Taiwan. Port of Taipei is an international logistics value-added port with both maritime and air transport functions.

Port of Taipei has an automated container terminal and cargoes handled are mainly gravel, liquefied products, coal, automobiles, and oil. The port also provide convenient transportation services for cross-strait travelers and merchants to Pingtan by weekly direct ferries and a new customs clearance facility will be launched in the near future.

Port of Taipei obtained the European EcoPort certification in 2016 by the promotion of various green port and environment related measures. The best practical examples include the 24-hour automatic continuous environmental monitoring system, Jiabei international sealed storage, and underground sewage pipe management.



Provincial Highway 15

64 Expressway

Provincial Highway 15



Port area  
**3,091** hectares  
Water area **2,632** hectares  
Land area **459** hectares



Port width **600** meters  
Water channel depth  
**-16~-17.5** meters



Pier  
**25** berths



Accommodates up to  
**80** thousand tons  
bulk cargo vessel  
**15** thousand TEU  
container vessel



Bulk cargo loading  
capacity of  
**27.2** million tons/year  
Container loading  
capacity of  
**1.8** million TEU/year



Averages between(2014-2016)

Cargo loading volume of approx  
**70** million freight tons/year  
Container loading capacity of approx  
**1.4** million TEU/year  
Cargo throughput of approx  
**20** million tons/year



Detail information  
QR code





▲ North Container Terminal No.3 to 6

## Free Trade Zone

Port of Taipei is an important supply chain node for automobile logistics centers and chemical oil products and is adjacent to Taiwan's largest consumer market, the Greater Taipei Metropolitan Area. Furthermore, Port of Taipei is in the vicinity of high manufacturing sites such as the major industrial zones in New Taipei City and the Hsinchu Science Park, and is perfect for bonded warehouse and commissioned processing models.



▲ East Pier 1-1 Maritime Express Area

## New Northern Container Distribution Base

The overall volume of Port of Taipei has been steadily increasing each year. In addition to the first container center, financed and built by the Taipei Port Container Terminal Corp. using the BOT participation method adopted in 2009, Port of Taipei has continued to build other port facilities such as the North harbor logistics storage and the South Pier areas. In response to the port development trends and national economic policies, Port of Taipei has been gradually developed into a port with oceanic container routes, a value-added logistics center, maritime and air transport, green energy and environmental protection in northern Taiwan. This has made Taipei become a new base for northern container distribution for Taiwan.

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# 6 PORT OF SUAO







## Green Energy Harbor in the Northeast Coast

Port of Suao is located in Northern Taiwan and is surrounded by mountains on three sides. It serves as an auxiliary to Port of Keelung, and is close to both New Taipei City and Hualien County. At present, Port of Suao focuses on the transport of coal, cement, liquefied petroleum products, petroleum, and iron-based materials. TIPC encourages industry operators to invest in the green energy industry in Port of Suao, and actively reclaims land using the excavated earth from dredging for the development of tourism and recreation industries.

Port of Suao shoulders the task of easing the passenger and cargo burden on Port of Keelung, and has become the main port for the import and export of bulk goods for the Lanyang area. The port has also captured the full advantage of the land resources to satisfy demand of import and export of bulk goods, as well as the tourism and leisure space needs of Northeastern Taiwan, to promote local prosperity. Port of Suao is also the route to reach the Lanyang plains and Hualien. After the Blue-Highway was opened, Port of Suao became the new port of choice for passengers and import and export of cargo.

Majority of passengers at Port of Suao are domestic customers, and the passenger services center is located at Pier No. 12. In the future, a new passenger lobby will be constructed to provide more comprehensive customs clearance and related services.

Port of Suao obtained European EcoPort certification in 2017 by promoting green port and environmental protection related measures. The best practical examples include the construction of a solar power facility, the promotion of water recycling and reuse, and the port dredging land reclamation projects.







## Free Trade Zone

Port of Suao has green industries currently stationed in the port area. In addition to introducing an international logistics center and related green energy industries at the port, it also promotes mutual support with various outside zones such as the Li Ze and Lung Te industrial parks. In coming years, the commissioned processing models will be used to connect to the supply chain, and the international transport function of Port of Suao will be used to energize an industrial cluster effect for the Lanyang area.



▲ Electric Vehicle Industry in FTZ

## Port Waterfront New Investment Opportunities

To promote the waterfront economy, TIPC plans to develop the 10 hectares of land behind Pier No. 10 to 13 of Port of Suao into a "Tourist and Transit Zone", which is expected to include hotel development, recreation facilities for children, shopping malls, transit stations, and parking lots. The combination of the popularity of Nanfang-ao fish harbor and new businesses near the Port of Suao ensures that the port turns into a shining new tourism attraction.

### Contact Information

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# PORT OF ANPING





- Logistic & Warehousing Area

Port Administration

A1 Office

A2 Port Professional Services Area

A3 Administrative Area

A4 Coast Guard Administration Registration Area

A5 Inspection Station
- Green Zone

D1 Mangrove Conservation Area

D2 Isolated Green / Eco Zones

D3 Recreation/Business Area

Ferry/Cruise and Cargo Terminal Area

Tourist Services & Recreation Area

B1 Open Transit Shed

B2 Tourist Center

B3 Tourist Services & Recreation Area (I)

B4 Tourist Services & Recreation Area (II)
- Bulk/General Cargo Area

C1 Bulk Cargo Terminal

C2 Open Transit Shed

C3 Multi-Functional Terminal

C4 Block Cargo Terminal

C5 Hermetic Storage

C6 Port Facility Space

C7 Chemical Goods Terminal

C8 Filling Area



### North Tourism, South Free Trade Zone Diversified Port Services

Port of Anping is only 23 nautical miles north from Port of Kaohsiung, the largest container port in Taiwan and an auxiliary port to it. The port has stable water with a tidal range of only 0.57 meters. Port of Anping accommodates near-sea foreign route merchant ships, chemical tankers, cement ships, and outlying island route ships. Its cargo handling covers liquefied products, cement, ore, groceries, and dry goods.

In addition to the import/export of major construction materials as well as agricultural and fishery products in the Southwest Coast National Scenic Area, Port of Anping is also moving towards the "North Tourism, South Free Trade Zone" policy aimed at creating more diverse development that is locally catered using the best suited industrial and location features.

The northern district will work together with adjacent businesses and attractions to create a yacht Pier and tourist recreation business district whilst the southern district will operate as the sea port free trade zone to bring the advantages of the industrial zone in Tainan.

Port of Anping obtained European EcoPort certification in 2017 by vigorously promoting green port and environment related measures. The best practical examples include mangrove ecological rehabilitation, the large-scale bulk cargo channel operations, isolation green belt planting, and the establishment of a domestic sewage water treatment system.





### Free Trade Zone

Port of Anping is 145 nautical miles from Xiamen Port and 140 nautical miles from Port of Quanzhou, and has geographical advantages in terms of cross-strait cargo transport. The port can also incorporate in-depth processing and manufacturing functions of the adjacent industrial zones, agricultural production bases, and science parks to achieve a bonded warehouse operation model. The aim is to enhance the manufacturing, warehousing, logistics, transit, transport, simple processing, outsourcing, customs clearance, and other operational advantages as well as shorten delivery time and reduce transport costs.



### Cruise

Port of Anping is located in Tainan, which is one of the most historical cities in Taiwan. Tainan has a rich cultural heritage, authentic local food, natural ecological resources, and provides convenient services that enable cruise passengers to directly reach Tainan City through the port. At present, Pier No. 1-4 and 10 can double as passenger Pier by accommodating cruise ships up to 100 thousand tons.



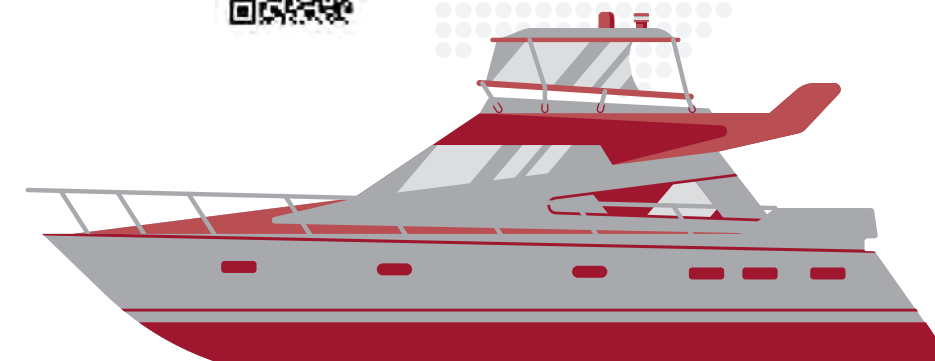
### New Trend of Recreation Port of Anping Yacht Pier

Port of Anping has good stable tides and is suitable for the development of a yacht industry area. The base is located at the junction of the city and the port, close to the newly developed 5th Reconsolidated Area and is connected to the Anping fishing port and Anping Fort in the north. Popular tourist recreation areas are connected via the Yuguang bridge between the port and Yuguang Island, forming a comprehensive tourism and recreational business area. The yacht Pier provides yacht logistics services, yacht clubs, conference centers, leisure halls, and resort hotels, that can promote industrial development and drive prosperity to the region.



### Contact Information

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# 8 PORT OF BUDAI





- Administrative Service Area
- Freight Service Area
- Shelterbelt
- A1

Shelterbelt 1.2.3
- A2

Shelterbelt 4

Mind-Range Development Zone DevelopmentEco Conservation Facilities AreaPassenger Service AreaExclusive Area

N

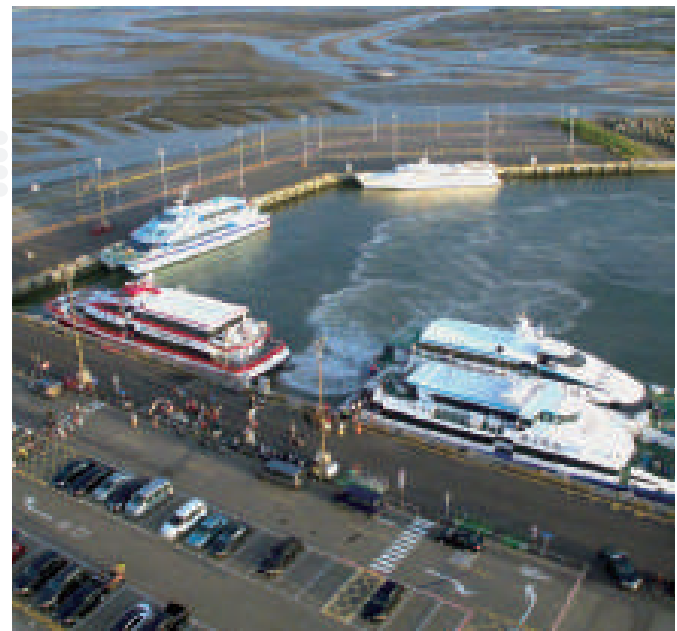
Domestic Inter-island Maritime Transport Hub Port

Port of Budai is located on the southwestern coast of Taiwan, and its main function is to provide services for the domestic shipping routes of Penghu and Kinmen.

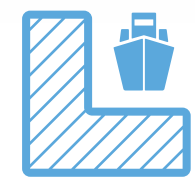
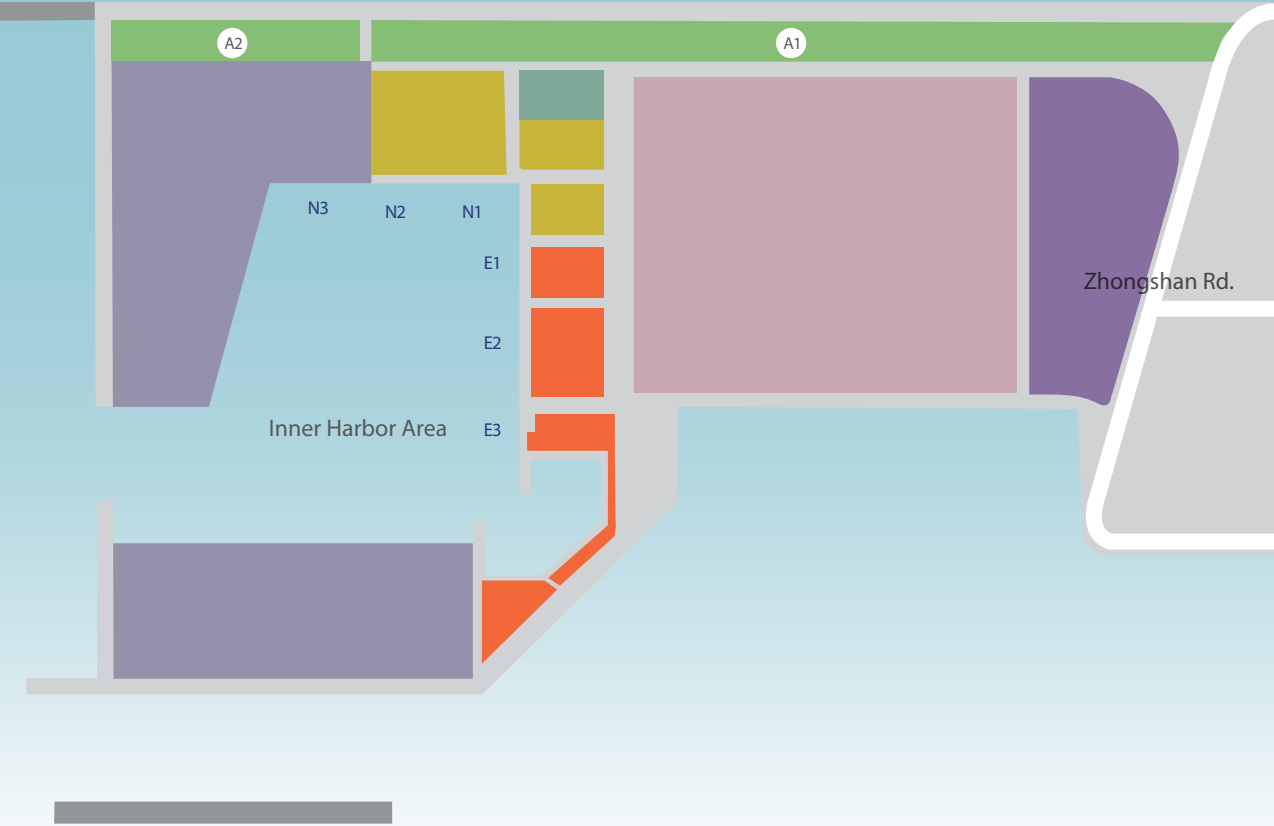
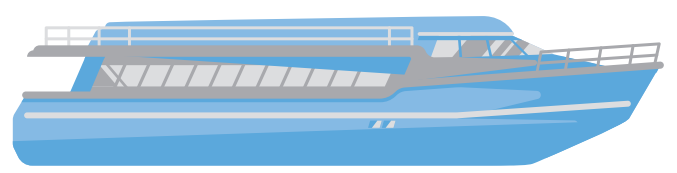
As the key access port for passenger and cargo transport between Taiwan and its outlying islands, Port of Budai will continue to strengthen passenger transport, enhance the quality of its services, and expand the port functions to promote local prosperity.

The geographical location of Port of Budai has advantages as passenger routes due to its close proximity to the Penghu Islands. The number of people traveling by boat to Penghu grows each year, and the port has focused on tourism and waterfront development by combining surrounding attractions and resources.

In order to promote the development of tourism in the Port of Budai, a number of infrastructure projects have been launched recently, including the landscape design, entrance image project and public facilities renovation project of the Exclusive Area, in the hope of creating a new highlight for tourism in the Port of Budai. In addition, a small vessel channel will be extended to increase the berths of passenger ships and the passenger service center will be reconstructed with better service quality.



Budai ↔ Penghu



Port area  
**206.16** hectares  
Water area **100.01** hectares  
Land area **106.15** hectares



Port width **100** meters  
Water channel depth  
**-3.5** meters



Pier  
**5** berths



Accommodates up to  
**1.5** thousand tons  
bulk cargo vessel



Averages between(2014-2016)  
Cargo loading volume of approx  
**400** thousand freight tons/year



Detail information  
QR code

Contact Information

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# PORT OF PENGHU





 Ferry/Cruise Terminal Area  Tourism Development Zone



### Natural Landscape Attracts New Business Opportunities for Cruise Ships

Port of Penghu is located in the southwestern islands of Taiwan and is one port with two pier districts, Magong and Longmen-Jianshan. In order to give full play to the overall port benefits, Magong Pier is mainly for the development of passenger transport, whilst Longmen-Jianshan Pier focus on the development of freight.

Close to Magong City and located in a horseshoe-shaped natural bay, Magong Pier is the prime choice to transport overseas in the Penghu region. It mainly focuses on the development of international cruise lines, three-way cross-strait freight and passenger transport, with the function of tourism and recreation. Penghu is rich in tourism resources, therefore, the Magong Pier District is focused on the development of tourism. To enter the international cruise market, the port facilities such as the Jinlongtou Cruise Terminal are currently being planned to provide large-scale cruise berthing.



### Magong Pier District



Port area  
**153.6** hectares

Water area **144.7** hectares

Land area **8.9** hectares



Port width **200** meters

Water channel depth

**-10** meters



Pier  
**9** berths



Accommodates up to  
**50** thousand tons  
cruise ship berthing



Detail information  
QR code

### Cruise

Magong Pier District is a natural harbor with good shelter coverage, stable tides and is suitable for cruise ship berthing. At present, Magong Pier District Pier No. 1 and 8 can accommodate 50 thousand tons cruise ships and those over 50 thousand tons can be anchored at the port's anchor zone with passengers shuttled to the shore. The island has rich marine and cultural resources, and has in the past, been honored as the "World's Most Beautiful Bay", and in recent years has become a new international cruise destination.





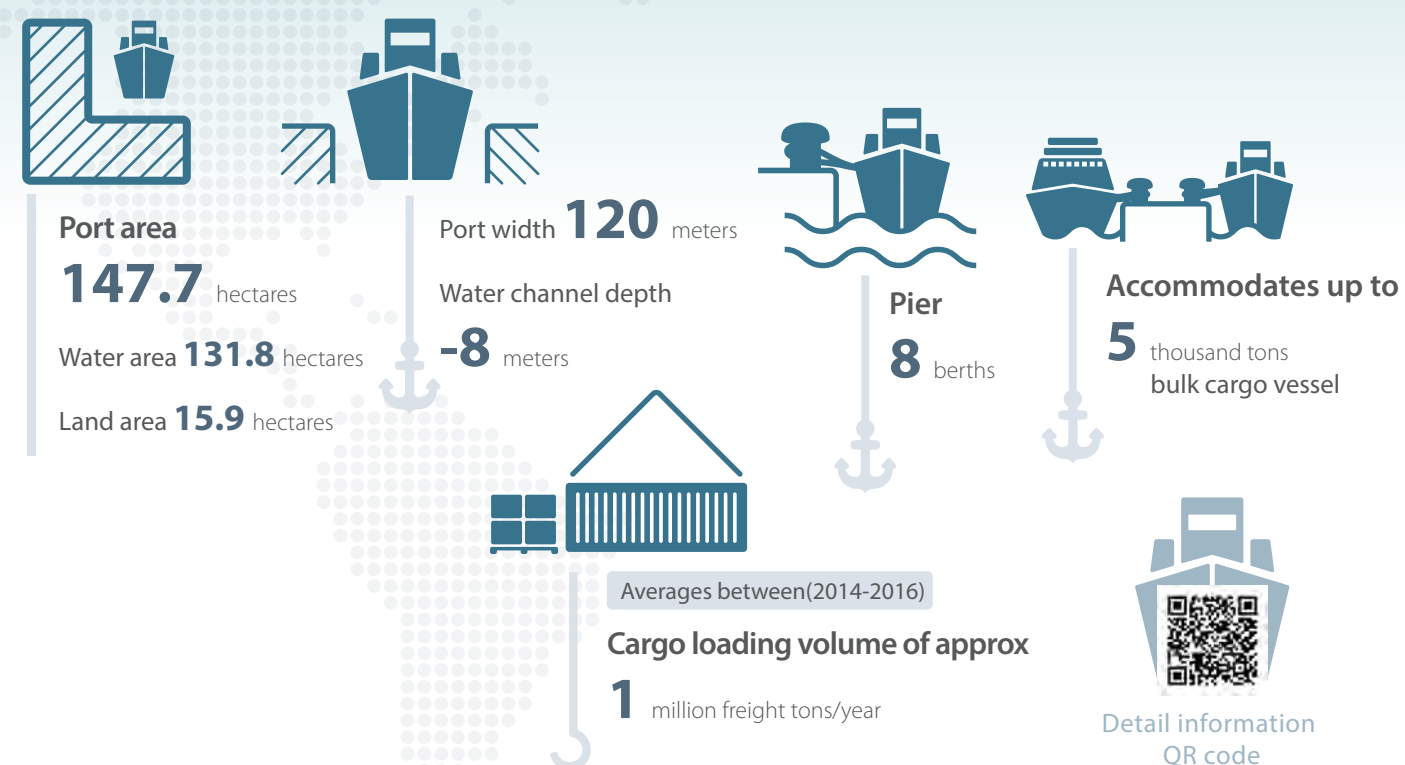
## Port of Penghu - Longmen Jianshan Pier District



▲ Cargo ship berthing at Pier No.6

Located at the east bank of Penghu Island, Longmen-Jianshan Pier provides “Mini three links” freight as well as Penghu offshore cargo shipping. It is a major cargo port for gravel, oil products, general bulk cargo and daily commodities for the Penghu islands, with the ability to accommodate up to 5 thousand tons vessel. In addition, in response to the development of the “Mini three links”, the port will continue to strengthen the port facilities and domestic routes to meet the cargo transport needs in the Penghu region and speed up the development of cargo transport across the Taiwan Strait.

### Longmen Jianshan Pier District



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