

Research Report on China's Port Industry, 2013-2017



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Ports function as transfer points and hubs of land-and-water coordinated transport as well as trade portals providing comprehensive logistics services. Therefore, ports are also regarded as a special node of international logistics. According to the definition, port throughput and management levels of a country importantly reflect its overall economic development level.

In China's coastal areas, five regional port clusters are initially formed, namely, Bohai Rim port cluster, the Yangtze River Delta port cluster, the Pearl River Delta port cluster, the southeast coastal port cluster and southwest coastal port cluster. They adapt to economic development and industrial layout, possessing relatively clear division of labor and functions. Positions of these 5 ports as regional transport organization centers are taking shape. Transport systems of coal, crude oil, ore, container, etc. with ports as centers have been initially formed. They also play important roles in supporting China's expansion of opening-up.

In 2011, the number of China's ports with over 100-million-ton cargo throughput increased from 22 in 2010 to 26. Among it, there were 17 coastal and 9 inland 100-million-ton ports.

In 2011, the cargo throughput of China's ports was 10.041 billion tons, increasing by 12.4% over 2010. Among them, coastal ports finished 6.36 billion tons, and inland ports finished 3.681 billion tons, which respectively increased by 12.7% and 12.0% over 2010.

The passenger throughput of China's ports was 194 million, increasing by 9.8% over 2010. Among it, coastal ports completed 80 million, and inland ports completed 114 million, which separately increased by 9.1% and 10.3% over 2010.

The foreign trade cargo throughput of China's ports was 2.786 billion tons, increasing by 11.4% over 2010. Among it, coastal ports accomplished 2.544 billion tons, and inland ports accomplished 242 million tons, which respectively increased by 11.2% and 13.8% over 2010.

The container throughput of China's ports was 164 million TEUs, increasing by 12.0% over 2010. Among it, coastal ports completed 146 million TEUs, and inland ports completed 17.36 million TEUs, which respectively increased by 11.3% and 18.3% over 2010.

In 2011, the number of China's ports with over 1-million-TEU container throughput increased from 18 in 2010 to 19. Among it, there were 15 coastal ports and 4 inland ports.

In 2011, the liquid bulk cargo throughput of China's ports was 911 million tons, increasing by 6.7% over 2010; the dry bulk cargo throughput was 5.855 billion tons, increasing by 13.6% over 2010; the general cargo throughput was 1.018 billion tons, increasing by 6.6% over 2010; the container throughput (calculated by weight) was 1.775 billion tons, increasing by 15.8% over 2010; the ro-ro automobile throughput(calculated by weight) was 483 million tons, increasing by 10.2% over 2010. Proportions of liquid bulk cargos, dry bulk cargos, general cargos, containers and ro-ro automobiles in cargo throughput of ports respectively were 9.1%, 58.3%, 10.1%, 17.7% and 4.8%.

In 2012, influenced by the downturn of world economy and continuous fall of China's economic growth rate, the operation of China's ports resumes the growth at the normal speed, with the growth rate tending to

decline. Except for the decline in passenger throughput of ports, growth rates of other major indicators of ports are roughly the same over the corresponding period in 2011.

From January to September in 2012, the cargo throughput of China's ports was 7.19515 billion tons, with an increase of 6.3% YOY. Among them, coastal ports aggregately achieved 4.94251 billion tons, with an increase of 7.3% YOY; inland ports accumulatively achieved 2.25264 billion tons, with an increase of 4.1% YOY.

According to data, the growth rate of cargo throughput of ports is mainly driven by the growth in cargo throughput completed by coastal ports which is mainly influenced by the stable operation of domestic economy.

As China gradually becomes the world's second largest economy, it has been a country with the most port and container throughput and the fastest growth rate worldwide. China's ports, large-sized container ports in particular, play extremely important roles in promoting economic development.

More following information can be acquired through this report:

- Supply and Demand of China's Ports
- Competition in China's Ports
- Factors Influencing Development of Ports
- Prediction on Development of China's Port Industry

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