



Container area at the Yangshan Deepwater Port, part of the Shanghai Free Trade Zone. PHOTO BY CARLOS BARRIA / REUTERS

Robust growth at Shanghai port

By TANG ZHIHAO in Shanghai
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Shanghai port has been one of the world's busiest ports for four consecutive years on the basis of its rising cargo volume.

In 2013, the cargo volume it handled increased by 8.1 percent over 2012 to reach 543 million tons, with bulk cargo growing by 10.5 percent to arrive at 204 million tons.

Container throughput rose by 3.8 percent from 2012 to hit 33.77 million twenty-foot equivalent units, top globally for the past four years, said Chen Xuyuan, chairman of the

Shanghai International Port Group.

Shanghai port, managed by the group, saw dramatic growth of water-to-water transportation in 2013, which accounted for 46 percent of the city's total volume. Its international shipping grew by a record-breaking 35 percent.

The group will make full use of Free Trade Zone policies to expand its business in the fields of shipping finance and cargo consolidation logistics.

Shanghai developed into the world's busiest container port in 2010 with its handling capacity reaching 29.05 million TUEs, beating Singapore which had only half of

Shanghai's container throughput.

The port of Shanghai, located on the middle of China's eastern seaboard, is the most important transport hub in the Yangtze River Delta region, especially for foreign trade. It includes three major working zones at Wusongkou, Waigaoqiao and Yangshan.

To better serve clients, the Shanghai port has invested heavily in improving its facilities and services, Chen said.

Its Yangshan deepwater port launched two-way navigation on its main channel in the second half of 2013, in a bid to better meet the increasing demand of the FTZ.

Experts said the two-way navigation will enlarge Yangshan's capacity, reduce costs for shipping companies and improve safety.

Chen was quoted as saying that two-way navigation will shorten vessels' waiting time on berth and improve efficiency for both the port and carriers. The new measure will benefit carriers calling at the port and companies in the shipping business in Shanghai.

Figures show that with two-way navigation, vessels' average waiting time in Yangshan has shortened from 3.5 hours to 1.75 hours while berth utilization has risen to 84 percent from 72 percent.

Airport logistics growth takes off

By ZHUAN TI

Logistics business at Shanghai airports has surged in the past decade, bolstering the nation's economic growth and turning Pudong Airport into a global cargo hub.

Their annual take-off and landing flights rose from 329,900 in 2004 to 615,100 in 2013 while annual passenger flow increased from 35.91 million to 82.79 million.

The cargo and mail volume local airports handled last year reached 3.34 million tons, ranking third in the world. 93 foreign airlines arranged air routes to China and there were flights from 239 Chinese and foreign cities to Shanghai.

The Pudong International Airport and the Hongqiao International Airport completed their expansion projects in 2008 and 2010 respectively. Currently, with four terminals, five runways and three cargo and mail transfer centers, the two airports can handle more than 80 million passengers and 4.7 million tons of cargo annually.

In the past decade, Pudong Airport, one of the most important air hubs in China, has developed into an international cargo terminal

with a 2.91 million-ton cargo and mail capacity in 2013, up from 1.64 million tons in 2004.

Pudong has become the world's third-largest airport in terms of cargo-handling capacity, ahead of South Korea's Incheon International Airport, Narita Airport in Japan and the Ted Stevens Anchorage International Airport in the United States.

Currently, 37 cargo airlines have flights to Pudong Airport and more than 1,000 flights land at the airport weekly.

Goods delivered from Pudong Airport last year were mainly electronic products, vehicles, textiles and medicines last year, valued at more than \$300 billion.

UPS, DHL and FedEx have set up their transfer centers at the airport to better meet growing demand. Chinese carriers, such as Air China and China South Airlines, handle 80 percent of their cargo at Pudong Airport.

The airport's bonded zone, set up in 2010, has become part of the Shanghai Free Trade Zone, allowing cargo from overseas to be unpacked, sorted and repackaged after it arrives at the airport on the basis of its different destination points. When the cargo is reshipped, it is not necessary to pay duties on it or have it checked by Customs.



Air cargo volume increases at Pudong Airport. PROVIDED TO CHINA DAILY