

I'm human



Port of Hong Kong: A Major Seaport in Asia
The Port of Hong Kong is a deepwater seaport located by the South China Sea, playing a crucial role in the economic development of Hong Kong, the Maritime and Port Board advises the Hong Kong Government on port planning, development, and marketing as a regional hub port. The board is responsible for promoting Hong Kong's maritime industry and its position as an international maritime centre. The HKMPB replaced two former councils in 2016. It is chaired by the Secretary for Transport and Housing. The Marine Department ensures safe navigation conditions for ships entering or leaving the port, maintaining safety standards for all vessels, from oil tankers to passenger boats. It also manages aids to navigation, mooring buoys, ferry terminals, and public cargo areas. Hong Kong's Kwai Tsing Container Terminals are part of the Maritime Silk Road, connecting China's coast with Europe. In 2007, Hong Kong set a record for container throughput, handling over 23 million containers, solidifying its position as southern China's largest container port. The average turnaround time for container vessels is around 10 hours, while conventional vessels take longer. The port has been one of the world's busiest container ports for many years, and at times, it was the busiest. There are currently nine container terminals in Kwai Chung, Stonecutters Island, and Tsing Yi, handling substantial cargo through the River Trade Terminal at Tuen Mun and mid-stream operations. The Port of Hong Kong's container terminal area spans around 2.7 square kilometres, including yard spaces and freight stations. The nine terminals are operated by five companies and can handle over 18 million twenty-foot equivalent units (TEU). These terminals account for approximately 60% of the total container traffic in Hong Kong. Notably, the world's largest container vessel, HMM Gdansk, made its maiden call to Hong Kong at Kwai Tsing Container Terminal 7 in July 2020. The Port is planning a potential new terminal, CT10, with possible locations on southwest Tsing Yi or northwest Lantau, west of the airport. The existing terminals have a total area of 2.17 square kilometres, providing 18 berths and 6,592 metres deep water frontage. Terminal details include depths ranging from 12.5 to 15.5 metres, with quays spanning 4 to 1,240 metres. The River Trade Terminal at Tuen Mun consolidates containers, breakbulk, and bulk cargo between Hong Kong ports and those in the Pearl River Delta. This terminal is operated by River Trade Terminal Company Ltd. and features a 65-hectare area with about 3,000 metres of quay. Mid-stream operations near Lamma Island involve transferring containers to and from ships at sea using barges or lighters, then distributing them to nearby piers. Hong Kong is the only place in the world where this operation takes place due to high handling fees. There are 11 yard sites for mid-stream operations, occupying a total area of 27.5 hectares with 3,197 metres of waterfrontage. Centralised ferry services operate from the Hong Kong–Macao Ferry Terminal and China Ferry Terminal, connecting Macau and 24 mainland Chinese ports. In 2001, over 17 million passengers passed through these terminals, comprising approximately 11.2 million trips to/from Macau and 6.5 million passenger trips. Hong Kong Government Fleet Comprises Over 600 Vessels
The Hong Kong government operates a large fleet of vessels, with over 600 units in its possession. This includes various types and sizes of ships serving under 16 government departments, such as the Marine Police, Customs and Excise, and Fire Services. Some departments manage their own vessels while others rely on support from the Government Dockyard. The dockyard, located on Stonecutters Island, is responsible for designing, procuring, and maintaining all government-owned vessels. It features a 980,000 square meter site with an 83,000 square meter protected water basin. The facility has a ship-lift system and three ship-hoists capable of drydocking vessels up to 750 tonnes. There are extensive facilities for repairing and maintaining various types of vessels at the port. Two floating drydocks are located near Tsing Yi Island and Lantau Island, with the largest able to accommodate vessels up to 150,000 tonnes deadweight. Smaller shipyards also operate in the area, carrying out repairs and building specialized craft. The Marine Department operates and maintains a range of mooring buoys for seagoing vessels. There are over 460 marine aids to navigation throughout Hong Kong waters, with fairway buoys lit and fitted with radar reflectors. Traffic Separation Schemes operate in the East Lamma Channel and Tathong Channel. The department's VHF radio network provides comprehensive marine communication coverage throughout the harbour and its approaches. It also has direct communication links with other maritime authorities and users worldwide. MRCC ensures seamless communication with emergency response services like Government Flying Service, Marine Police, and Fire Services. As a 24/7 hub, it coordinates maritime search and rescue operations in the South China Sea, covering 95% of Hong Kong waters used by seafaring vessels and ferries. The Vessel Traffic Centre (VTC) tracks movements using radar and real-time data, providing navigational guidance to mariners through a sectorised VHF network. The upgraded vessel tracking system can monitor up to 4,000 moving targets in real-time since 2002. Marine Department patrol launches maintain vigilance over shipping lanes, channels, and areas, supporting the VTC with on-scene assistance. Hydrographic surveys produce nautical charts for safe navigation within Hong Kong waters, with bilingual updates fortnightly. The department also broadcasts a Differential Global Positioning System correction signal to enhance GPS navigation accuracy. Pilotage is mandatory for large vessels, while quarantine facilities operate 24/7. Advance immigration clearance and radio pratique may be arranged for certain vessels. Hong Kong is a significant player in the global shipping industry, boasting over 100 million gross tons of registered ships. The city's ship registration centre has gained international recognition for its voluntary registration process and high standards of maritime safety and environmental protection. The Hong Kong Shipping Register operates independently, adopting major international conventions and ensuring that registered ships meet strict quality control measures. The government's Flag State Quality Control System, introduced in 1999, monitors the performance of classification societies and maintains the quality of vessels on the register. Regular examinations are held for certificates of competency, and an inspection service promotes safe working practices in ship-repairing, cargo-handling, and safety afloat. New Silk Road Compete With The Maritime Silk Road?
The maritime routes along the coastlines of Southeast Asia were once traversed by Han Dynasty traders, but a lack of historical records led many to believe that the Chinese didn't have much interest in these tropical communities. However, recent archaeological discoveries in Kowloon and other islands have revealed several tombs dating back to the Sixteen Kingdoms period (4th century AD), suggesting that the Baiyue people may have already been assimilated into the dominant Chinese ethnicity by then. Like the Vikings of Europe, the Baiyue were often depicted as rugged adventurers with tattoos from head to toe. The Tang Dynasty marked the beginning of maritime development in the Pearl River Delta, with Guangzhou becoming a commercial hub and Hong Kong's strategic location in the river making it an important stopover for trade. The port of Tuen Mun became a vital supply and repair hub, with lime kilns found in the area producing caulk for ship hulls. The Song Dynasty established a customs checkpoint on the island, stimulating local enterprise and leading to the establishment of Kowloon as a significant producer of salt. The first mention of paddle-wheel vessels patrolling China's coastline dates back to the 5th century AD, with the Southern Song maintaining a fleet of armed ships to defend the Pearl River Delta. However, this cutting-edge navy ultimately proved ineffective against external threats, and it was instead the Mongol hordes from the far North that brought down the Empire. The Ming Dynasty, traumatized by centuries of Mongol domination, sealed the empire's borders in an attempt to cut off external threats and foster stability within. This move inadvertently spawned a lively smuggling hub on Hong Kong Island for prized Jingdezhen ceramics, with multiple discoveries of porcelain from this period found across the globe. Zheng He's fleet and its voyages were the swansong of the mighty Ming navy, marking the end of an era for the once-mighty empire. Centuries after Emperor Yongle's death, China isolated itself from the rest of the world. The Ming dynasty's inward policies led to a decline in naval power by the 17th century. When the Qing took over in 1644, rebuilding the navy wasn't feasible due to deforestation and a scarcity of timber. The Qing had to rely on inefficient vessels made with imported logs. As a result, China's coastline was left undefended, making it vulnerable to pirate attacks. Cheung Po Tsai, a notorious Hong Kong pirate, even established his own customs offices. In the early 19th century, Lantau Island became a lawless haven for pirates. However, by 1810, Qing authority in the South had been restored with the help of Tung Chung Fort. This fort still stands and is now a tourist attraction. When British delegations arrived in Southern China at the end of the 17th century, they received an icy reception from the Qing court. The British were eager to tap into the lucrative tea trade but faced significant challenges. The British East India Company established a smuggling network to bring goods, including opium, into China. However, their efforts were hindered by China's refusal to accept European products in exchange for anything other than silver. The company's solution was to produce opium in India and smuggle it into China in exchange for the precious metal, setting the stage for a complex web of trade and conflict between Britain and China. As the Middle Kingdom's demand for opium skyrocketed, a power struggle unfolded between empires that would shape their futures for centuries to come. For over a hundred years, China was ravaged by opium addiction, with dens sprouting up even in small towns and thriving among laborers in larger cities. The Showdown: Opium Wars
Despite booming exports, the Qing dynasty granted exclusive trading rights to Guangzhou's merchants, sparking resentment among foreign powers. Tensions escalated as Chinese authorities raided foreign warehouses, confiscating opium stocks and expelling Western traders to Macao. However, London's opium cartels had secretly gained significant political influence, allowing British warships to bombard Guangzhou while the Qing fleet was still reeling from the attack. By 1841, the Qing court sued for peace, with Britain demanding the island of Hong Kong as part of the settlement. Hong Kong struggled to find its footing despite being a freeport, but the Second Opium War and subsequent rebellions in Shanghai paved the way for its growth. As gold rushes in America and Australia drew thousands of Chinese laborers to foreign shores, starving peasants flocked to Hong Kong and Macao, establishing it as a commercial hotspot. The legalization of opium in China and the booming 'coolie' trade further fueled Hong Kong's development. London secured both sides of Victoria Harbour by ceding Kowloon in 1860 and leasing the New Territories for 99 years in 1898. With its position firmly established, Hong Kong entered the 20th century as a thriving commercial hub. An era marked by the majesty of steam-powered vessels, thriving sea trade, petroleum wealth, and conflict. A time both radiant and tumultuous. Stay tuned for Part 2, where the thrilling tales of the past century will be brought to life with captivating vintage images of ocean liners, shipyards, and maritime treasures!The Shipyard

Hong kong history summary.
Hong kong port in which country.
How many ports are in hong kong.
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Hong kong ports list.
History of the port of hong kong and marine department.