

麥寮工業專用港

統計要覽

STATISTICAL ABSTRACT OF MAILIAO HARBOR 2010

經濟部工業局編印

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第一篇 基本概況

一、港埠基本資料

經濟部為因應我國基礎工業之發展，配合六輕及六輕擴大投資計畫用地需求，以提供國內既有及未來石化產業建廠及遷廠需要，乃規劃於雲林縣外海以抽砂填海造地方式開發雲林離島式基礎工業區，共分有麥寮區、新興區、台西區及四湖區，其中麥寮區之六輕計畫石化工業區係由台塑企業自行進行抽砂填海造地，而麥寮工業專用港（以下簡稱麥寮港）內之專用碼頭，則全為配合六輕計畫所興建；未來配合開發進度，將再進行十座公用碼頭之興建並提供該工業區內廠商使用。

麥寮港為我國由民營事業投資興建及經營管理港口之首例，其港埠經營完全由台塑企業成立之麥寮工業區專用港管理股份有限公司（以下簡稱港口公司）負責，經濟部工業局於 89 年 10 月 1 日現地派駐成立麥寮工業專用港管理小組（以下簡稱管理小組），以最精簡人力有效扮演監督，執行具有公權力之港務行政管理及協調航政、海關、港警、檢疫及安檢等其他相關公務機關，順利於 90 年 2 月 22 日邀集交通部、財政部、內政部、國防部、海巡署、環保署、農委會及雲林縣政府等各機關現地履勘合格後，已於 90 年 3 月 1 日起開始正式營運。

麥寮港位於東經 120 度 08.9 分、北緯 23 度 46.9 分。北起濁水溪口南側，南臨新虎尾溪口，澎湖水道東側海岸。北距台中港約 40 哩，南離高雄港約 80 哩。港口方向朝西偏南 34°（約介於西南西與西南間），航道於中潮位水深 24 公尺，可供 30 萬噸級船舶進出，為台灣最深之港口。

二、港灣及碼頭

(一)港灣設施

- (1)防波堤：西防波堤長 3,243 公尺，南防波堤長 2,227 公尺。
- (2)迴船池：直徑 900 公尺。
- (3)港外水域：劃設領港登輪區、外航道及到港船舶錨泊區。
- (4)導航設施：進港疊標、堤頭燈塔及航道浮燈標等，用以引導及協助船舶之安全航行。
- (5)信號台設施：船舶交通管理系統(VTS)、海氣象設施及 DSB 通信設備等，用以管制船舶航行與進出港。
- (6)港勤船渠：供港勤船舶靠泊、加油及加水等使用。
- (7)港務港勤大樓：提供政府單位、港區作業單位、港口公司及信號台辦公或作業所需。
- (8)機工場及滑道：供港勤船舶維修、檢驗及保養所需。

(二)碼頭設施

營運中 20 座專用碼頭分別由台塑石化公司及麥寮汽電公司自行投資興建及維護管理，而公用碼頭將配合未來需求，由港口公司投資興建及經營管理。

三、設備概況

(一)港勤船舶

由港口公司購置拖船 9 艘、交通船 1 艘及什用船 3 艘，用以協助船舶進出港口及靠泊碼頭所需。

(二)裝卸設備

各碼頭依裝卸需求由裝卸作業單位購置裝卸機具，諸如卸料臂、卸煤機、貨櫃起重機、貨櫃吊運機及空櫃堆高機等，以提供裝卸服務。

第二篇 提要分析

一、營運實績

(一)進出港船舶

(1)進港船舶：99年1月至12月進港船舶合計2,869艘次，5,710萬5,381總噸位，較98年減少74艘次，減少率為2.51%，總噸位則減少43萬188總噸位，減少率為0.75%，若與90年比較，則增加1,498艘次及增加3,518萬4,678總噸位，增加率分別為109.26%與160.51%。

(2)出港船舶：99年1月至12月出港船舶合計2,875艘次，5,716萬5,600總噸位，較98年減少62艘次，減少率為2.11%，總噸位則減少37萬7,217總噸位，減少率為0.66%，若與90年比較，則增加1,501艘次及增加3,520萬2,434總噸位，增加率分別為109.24%與160.28%。

(二)貨物吞吐量：99年全年進港貨物為4,809萬1,430公噸、出港貨物為1,981萬2,748公噸，吞吐量為6,790萬4,178公噸，較上年減少248萬7,039公噸，減少率為3.53%。若與90年比較，則增加4,158萬4,132公噸，增加率為157.99%

(三)貨物裝卸量：99年1月至12月全港裝卸量合計為6,808萬9,719公噸，較上年減少207萬8公噸，減少率為2.95%。若與90年比較，則增加4,204萬8,291公噸，增加率為161.47%；另99年區內貨主以台塑石化公司5,299萬7,135公噸為最多，占77.83%，其次為麥寮汽電公司490萬3,530公噸，占7.20%，再次為台塑公司432萬3,088

公噸，占 6.35%。

(四)謹刊列臺灣地區各港口 99 年營運量比較表（如表 1），以供參考。

二、港務統計資料

99 年度進出港船舶及貨物，依各類統計條件說明如次：

(一)船舶

- (1)進港船舶國籍：以巴拿馬 642 艘次為最多，其次為香港 579 艘次，再次為韓國 292 艘次。
- (2)進港船舶種類：以油輪 941 艘次為最多，其次為化學輪 795 艘次，再次為液化輪 375 艘次。與 98 年進港船舶比較，增減率分別為-6.18%、25.79%及-4.34%。
- (3)進港輪船航次：以國內而言，分別來自於高雄港 65 艘次、基隆港 28 艘次為最多。以國外而言，則以香港 591 艘次為最多，其次為南韓 371 艘次，再次為沙烏地阿拉伯 152 艘次。
- (4)出港輪船航次：以國內而言，前往高雄 72 艘次為最多。以國外而言，則以香港 487 艘次為最多，其次為南韓 320 艘次，再次為新加坡 280 艘次。
- (5)進港船舶噸級：進港船舶每艘平均 1 萬 9,904 總噸，較上年度增加 354 總噸，其中有 883 艘次船舶總噸介於 1,000~4,999 總噸為最多，其次船舶總噸介於 5,000~9,999 總噸為 740 艘次，再次船舶總噸介於 20,000~39,999 總噸為 413 艘次。
- (6)在港停泊時間：出港船舶每艘平均停泊 31.68 小時，較上年度增加 0.43 小時，其中有 1,397 艘次以船舶停泊 24 小時以內為最多，其次為 25~48 小時者 1,040 艘次，再次為 49~72 小時者 237 艘次。

(二)貨物

- (1)船舶承運量：國輪承運 85 萬 9,871 公噸，占全部 1.27%，較上年度增

加 21 萬 2,717 公噸，成長 32.87%。外輪承運 6,704 萬 4,310 公噸，占全部 95.25%，較上年度減少 269 萬 9,753 公噸，負成長 3.87%。

(2)貨物來源地：以沙烏地阿拉伯 1,051 萬 2,341 公噸為最多，占 21.86%，其次為澳洲 836 萬 3,512 公噸，占 17.39%，再次為科威特 643 萬 7,002 公噸，占 13.38%。

(3)貨物運達地：以中國大陸 542 萬 436 公噸為最多，占 27.36%，其次為新加坡 291 萬 1,250 公噸，占 14.69%，再次為菲律賓 185 萬 26 公噸，占 9.34%。

(4)進港貨物類別：以非金屬礦物製品 3,035 萬 5,225 公噸為最多，占 63.12%，其次為礦產品 1,591 萬 8,416 公噸，占 33.1%，再次為化學品 180 萬 4,664 公噸，占 3.75%。

(5)出港貨物類別：以非金屬礦物製品 1,228 萬 7,457 公噸為最多，占 62.02%，其次為化學品 715 萬 8,762 公噸，占 36.13%，再次為礦產品 27 萬 2,305 公噸，占 1.37%。

(6)進港貨物卸貨碼頭：以西三碼頭 1,535 萬 8,363 公噸為最多，占 31.94%，其次為西二碼頭 994 萬 1,791 公噸，占 20.67%，再次為東三碼頭 652 萬 3,306 公噸，占 13.56%。

(7)出港貨物裝貨碼頭：以東七碼頭 356 萬 2,562 公噸為最多，占 17.98%，其次為東八碼頭 280 萬 8,015 公噸，占 14.17%，再次為西二碼頭 278 萬 482 公噸，占 14.03%。

三、棧埠統計資料

99 年度棧埠裝卸情形，依各類統計條件說明如次：

- (1)貨主：以台塑石化公司 5,299 萬 7,135 公噸為最多，占 77.83%，其次為麥寮汽電公司 490 萬 3,530 公噸，占 7.2%。
- (2)裝卸貨物：裝貨部份以管道貨 1,827 萬 920 公噸為最多，占裝貨量 92.08%。卸貨部份以管道貨 3,273 萬 4,353 公噸為最多，占 67.85%，其次為燃煤 1,329 萬 129 公噸，占 27.55%。
- (3)裝卸效率：平均每小時裝貨量 320 公噸，較上年度增加 1.59%。平均每小時卸貨量 674 公噸，較上年度減少 3.16%。
- (4)貨櫃：裝卸貨櫃個數折合 20 呎共 7 萬 1,609 TEU，較上年度減少 3,445 TEU，負成長 4.59%。其中進口貨櫃 3 萬 4,848 TEU，較上年度減少 2,406 TEU，負成長 6.49%；出口貨櫃 3 萬 6,761 TEU，較上年度減少 1,039 TEU，負成長 2.75%。

四、航政統計資料

99 年麥寮港海事案件計 5 件，其中碰撞 3 件，其他 2 件，較上年減少 2 件。

五、財務統計資料

港口公司及裝卸單位 99 年營業收入總計 41.02 億元，較上年減少 0.39 億元，負成長 0.94%。營業支出 25.13 億元，較上年增加 0.89 億元，成長 3.67%。

六、組織及人事統計資料

- (1)管理小組：執行具有公權力之港務行政管理及協調航政、海關、港警、檢疫及安檢等其他相關公務機關，合計 7 人（含主任），較上年度減少 1 人。
- (2)港口公司：負責麥寮港之經營與管理，設有管理組、航管組、港安組及工程組，由航管組、港安組及工程組負責現地港務業務，合計 41 人，較上年度減少 1 人。

(3)港灣作業機構：麥寮港之拖船操作業務係由港口公司委託台塑海運公司執行，另引水人接送、帶解纜、船舶垃圾清理及港區海面垃圾清理等業務由外包廠商負責辦理，合計 107 人，較上年度增加 2 人。

(4)棧埠作業機構：由區內興辦工業人委託台塑石化公司碼槽處執行專用碼頭之裝卸作業，另攔油索帶解、加油及加水等作業由外包廠商負責辦理，合計 405 人，較上年度減少 5 人。

七、港埠設施統計資料

(1)港棧設施：20 座專用碼頭及 2 處貨櫃堆置場。

(2)船舶：拖船 9 艘、交通船 4 艘及什用船 4 艘等 17 艘港勤船舶，與上年度相同。

(3)機具：貨櫃起重機、貨櫃吊運機、空櫃堆高機、起重機及堆高機等 23 台機具，較上年度減少 1 台。

(4)車輛：拖車、拖板車及工程車等 58 輛，較上年度減少 2 輛。

表 1 99 年度台灣地區各港口營運量比較

| 港口別 | 進港船舶 | | | | 吞吐量 | | 貨物裝卸量 | |
|-----|--------|-------|-------------|-------|-------------|-------|-------------|-------|
| | 艘次 | % | 總噸位 | % | 公噸 | % | 計費噸 | % |
| 總計 | 37,897 | 100 | 684,944,152 | 100 | 312,094,925 | 100 | 705,997,764 | 100 |
| 麥寮港 | 2,869 | 7.57 | 57,105,381 | 8.34 | 67,904,178 | 21.76 | 68,089,719 | 9.64 |
| 和平港 | 349 | 0.92 | 6,486,662 | 0.95 | 9,933,778 | 3.18 | 9,868,269 | 1.40 |
| 高雄港 | 17,651 | 46.58 | 394,529,261 | 57.6 | 124,952,433 | 40.04 | 423,074,169 | 59.93 |
| 基隆港 | 7,297 | 19.25 | 102,400,800 | 14.95 | 25,006,587 | 8.01 | 76,674,501 | 10.86 |
| 台中港 | 7,180 | 18.95 | 104,138,496 | 15.2 | 63,673,489 | 20.40 | 107,031,247 | 15.16 |
| 花蓮港 | 1,533 | 4.05 | 12,259,943 | 1.79 | 13,913,480 | 4.46 | 14,267,653 | 2.02 |
| 蘇澳港 | 547 | 1.44 | 5,392,816 | 0.79 | 5,514,059 | 1.77 | 5,755,669 | 0.82 |
| 安平港 | 471 | 1.24 | 2,630,793 | 0.38 | 1,196,921 | 0.38 | 1,236,537 | 0.18 |

Chapter I. Basic Overview

1. Basic Harbor Information

In response to basic domestic development, to co-op with the land necessity of the Six Naphtha Cracking Complex Project and its expansion, and to domestically provide existing and future necessities for the construction and relocation of petrochemical business. The Ministry of Economic Affairs has planned to develop the Yunlin offshore Primary Industry Zone by dredging sea sand for landfill to create offshore lands. The lands created include Mailiao, Hsin Hsing, Tai His, and Ssu Hu; Mailiao area is the petrochemical zone under the Sixth Naphtha Cracking Complex Project which was proceeded by the Conglomerates of Formosa Plastic by dredging sea sand for landfill. The special purpose wharves inside the industrial harbor of Mailiao (hereinafter referred to as Mailiao Harbor) were all constructed to cooperate with the Sixth Naphtha Cracking Complex Project. In the future, to go with the construction progress, there will be ten public wharves to be constructed to support for businesses in those zones.

Mailiao Harbor was the first domestic private enterprise constructed, operated and managed harbor. The harbor operation is run by the Mailiao Harbor Administration Corporation (hereinafter referred to as Mailiao Harbor Corporation) established by Formosa Plastics Groups. The Industrial Development Bureau of the Ministry of Economic Affairs constructed the management groups for Mailiao exclusive industrial harbor (hereinafter referred to as Administration groups) on Oct. 1, 2000, and used the most streamlined manpower to supervise and implement harbor administrative management, and coordinate the navigation & shipping

supervision, customs, harbor police, quarantine, security inspection and other relevant government authorities. After an inspection approval was carried out by the Ministry of Transportation and Communications, the Ministry of Finance, the Ministry of the Interior, the Ministry of National Defense, the Department of Coast Guard, the Department of Environment Protection, the Committee of Agriculture Affairs and the Government of Yunlin County on Feb. 22, 2001; it started its official operation on Mar. 1, 2001.

Mai Liao Harbor is located at longitude 120°08.9' E, latitude 23°46.9'. It is bordered to the north by Chuoshui Stream and to the south by Hsinhuwei Stream. The harbor lies 40 nautical miles south of Taichung and 80 nautical miles north of Kaohsiung. The harbor direction faces west with an inclination of 34 degrees to the south. The shipping channel is 24 meters deep at mean tide and can accommodate 300,000 DWT class VLCC, making it Taiwan's deepest harbor.

2. Harbor and Wharf

A. Harbor Facilities

- (1) Breakwater: The west breakwater is 3,243 meters long, and the south breakwater is 2,227 meters long.
- (2) Turning basin: 900 meters in diameter.
- (3) Outer waters: The outer waters are divided into a Pilot Station, outer navigation channel and anchorage.
- (4) Aids to navigation: Include ranges, breakwater lighthouses and navigational channel buoys to assist in guiding ships into and out of the harbor.
- (5) Signal station: Include VTS (vessel traffic services), climate & sea

conditions facilities and DSB communication equipment.

- (6) Harbor craft basin: For the wharfing and servicing (oil and water) of harbor craft.
- (7) Harbor administration building: Provides government agencies, harbor operating unit, Mailiao Harbor Corporation and signal station or operational demands.
- (8) Ship & machinery repair works and slipway: For repair, inspection and maintenance of harbor craft.

B. Wharf Facilities

The 20 operating appropriate berths respectively are constructed, operated and managed by Formosa Petrochemical Corporation and Mailiao Power Corporation, and the public berths will be constructed, operated and managed by Mailiao Harbor Corporation in accordance with future demand.

3. Equipment Overview

A. Harbor Vessels

Mailiao Harbor Corporation has purchased 9 tug boats, 1 shuttle boat and 3 miscellaneous boats to assist the incoming/outgoing vessels and docking requirements.

B. Loading/Unloading Equipment

According to the loading/unloading demands, various wharfs' loading/unloading operation unit will purchase the loading/unloading equipment, such as unloading arm, coal unloader, container cranes, container lifting machine, and empty container forklift to provide the

loading/unloading services.

Chapter II. Summary Analysis

1. Operation Performance

A. Incoming/Outgoing Vessels

(1) Incoming Vessels: A total of 2,869 vessels called at Mailiao Harbor in 2010 and amounted to a gross tonnage of 57,105,381. The numbers of vessels had a decrease of 74 (2.51%), and the gross tonnage decreased 430,188 GT (0.75%), compared to the previous year. Compared to 2001, the number of the vessels had an increase of 1,498 (109.26%) and the gross tonnage increased 35,184,678 GT (160.51%).

(2) Outgoing Vessels: A total of 2,875 vessels called at Mailiao Harbor in 2010 and amounted to a gross tonnage of 57,165,600. The number of vessels had a decrease of 62 (2.11%), and the gross tonnage decreased 377,217 GT (0.66%), compared to that of the previous year. Compared to 2001, the number of vessels had an increase of 1,501 (109.24%) and the gross tonnage increased 35,202,434 GT (160.28%).

B. Cargo throughput: At Mailiao Harbor, the imports reached 48,091,430 MT in 2010, and the exports reached 19,812,748 MT. The amount of cargo throughput reached 67,904,178 MT, 2,487,039 MT (3.53%) less than that of the previous year. It had an increase of 41,584,132 MT (157.99%) over 2001.

C. Loading and Unloading: In 2010 the amount of loading and unloading

reached 68,089,719 revenue tons, 2,070,008 MT (2.95%) less than that of the previous year. Compared to 2001, the amount of loading and unloading had an increase of 42,048,291 MT (161.47%). In addition, Formosa Petrochemical Corporation was the biggest owner of cargo in 2010, 52,997,135 MT (77.83%), followed by Mailiao Power Corporation's 4,903,530 MT (7.2%), and Formosa Plastics Corporation's 4,323,088 MT (6.35%).

D. The business volume comparison table of Taiwan harbors in 2010 is listed for reference (See Table 1).

2. Harbor Statistical Information

The 2010 incoming/outgoing vessels and cargo are described in accordance with the various statistical conditions as follows:

A. Vessels

- (1) Incoming Vessels by Nationality: Most incoming vessels came from Panama, 642, followed by Hong Kong, 579 and South Korea, 292.
- (2) Incoming Vessels by Kind: There are 941 tankers, followed by 795 chemical tankers, and 375 liquid chemical tankers. In comparison with the incoming vessels by kind in 2009, the ratios respectively are -6.18%, 25.79% and -4.34%.
- (3) Incoming Vessels by Line of Navigation: Domestically, there are 65 ships from Kaohsiung Harbor, and 28 ships from Keelung Harbor. Internationally, there are 591 ships from Hong Kong, followed by 371 ships from South Korea and 152 ships from Saudi Arabia.
- (4) Outgoing Vessels by Line of Navigation: Domestically, there are 72 ships

going to Kaohsiung. Internationally, there are 487 ships going to Hong Kong, followed by 320 ships going to South Korea and 280 ships going to Singapore.

- (5) Incoming Vessels by Gross Tonnage: On average, each incoming vessel has 19,904 GT, compared to 2009, the gross tonnage had an increase of 354, of which there are 883 vessels between 1,000 GT~4,999 GT, 740 vessels between 5,000 GT~9,999 GT, and 413 vessels between 20,000 GT~39,999 GT.
- (6) Time of Vessels Mooring in port: The average number of mooring hours of the outbound vessels is 31.68 which is 0.43 hour more than in 2009, of which there are 1,397 vessels mooring in 24 hours, followed by 1,040 vessels mooring for 25~48 hours, and 237 vessels mooring for 49~72 hours.

B. Cargo

- (1) Vessels Carried Volume: The domestic vessel carried volume is 859,871 tons (1.27%) and 212,717 tons more than in 2009; it has a growth of 32.87%. The foreign vessels cargo volume is 67,044,310 tons (95.25%), and 2,699,753 tons less than in 2009; it has a negative growth of 3.87%.
- (2) Cargo Origin: Most cargo originates from Saudi Arabia. It has 10,512,341 MT (21.86%), followed by Australia's 8,363,512 MT (17.39%), and Kuwait's 6,437,002 MT (13.38%).
- (3) Cargo Destination: Most cargo is destined for Mainland China with 5,420,436 MT (27.36%), followed by Singapore's 2,911,250 MT (14.69%), and Philippine's 1,850,026 MT (9.34%).
- (4) Classification of Imports: The non-metallic mineral products are the most,

30,355,225 MT (63.12%), followed by 15,918,416 MT of mineral products (33.1%), and 1,804,664 MT of chemical products (3.75%).

(5) Classification of Exports: The non-metallic mineral products are the most, 12,287,457 MT (62.02%), followed by 7,158,762 MT of chemical products (36.13%), and 272,305 MT of mineral products (1.37%).

(6) Unloading Berths of Imports: Berth West-3 has the most unloading of imports, 15,358,363 MT (31.94%), followed by Berth West-2, which has 9,941,791 MT (20.67%), and Berth East-3, which has 6,523,306 MT (13.56%).

(7) Loading Berths of Exports: Berth East-7 has the most loading of exports, 3,562,562 MT (17.98%), followed by Berth East-8, which has 2,808,015 MT (14.17%), and Berth West-2, which has 2,780,482 MT (14.03%).

C. Stevedoring & Warehousing Statistical Information

The 2010 Stevedoring & Warehousing situations are described in accordance with the various statistical conditions as follows:

(1) Owner of Cargo: Formosa Petrochemical Corporation is 52,997,135 MT (77.83%) of the most, followed by Mailiao Power Corporation's 4,903,530 MT (7.2%).

(2) Cargo Handling: For cargo loading, the most is pipe line cargo, 18,270,920 MT (92.08%). For cargo unloading, the most is pipe line cargo, 32,734,353 MT (67.85%), followed by 13,290,129 MT of coal

(27.55%).

(3) Cargo Handling Efficiency: The average loading volume is 320 MT per hour, which is 1.59% more than 2009. The average unloading volume is 674 MT per hour, which is 3.16% less than 2009.

(4) Container: Loading/unloading container amount is 71,609 TEU, which is 3,445 TEU less than in 2009, a negative growth of 4.59%, of which, the import container is 34,848 TEU, which is 2,406 TEU less than in 2009, a negative growth of 6.49%; the export container is 36,761 TEU, which is 1,039 TEU less than in 2009, a negative growth of 2.75%.

4. Navigation & Shipping Supervision Statistical Information

5 marine accidents were found in Mailiao Harbor in 2010, of which there were three collisions and two others; there are two accidents less than in 2009.

5. Financial Statistical Information

The 2010 total operation revenue of Mailiao Harbor Corporation and the loading/unloading units was 4.102 billion, which is 0.039 billion less than in 2009; a negative growth of 0.94%. The operation expenses were 2.513 billion, which is 0.089 billion more than in 2009; a growth of 3.67%.

6. Organization and Personnel Statistical Information

(1) Administration Groups: implement harbor administrative management, and coordinate the navigation & shipping supervision, customs, harbor police, quarantine, security inspection and other relevant government authorities. There is a total of 7 people (including the chief), which is one person less than in 2009.

(2) Mailiao Harbor Corporation: responsible for the operation and management of Mailiao Harbor; there is a administration section, a port control section, a port security section and an engineering section set up. The on-site harbor affairs are run by the port control section, port security section and engineering section, which has a total of 41 people, one person less than in 2009.

(3) Harbor Operators: trailer operation of Mailiao Harbor is implemented by Formosa Plastics Marine Corporation, commissioned by Mailiao Harbor Corporation, and the coast guard pick up, line handling, vessels trash cleaning and harbor sea surface trash cleaning, etc. affairs handled by the outsourced suppliers. It has a total of 107 people, 2 people more than in 2009.

(4) Berths Operators: district industrial personnel commissioned Formosa Petrochemical Corporation implement appropriate wharf loading/unloading operations. The oil boom unmooring, oil and water servicing operations are handled by the outsourced suppliers; it has a total of 405 people, 5 people less than in 2009.

7. Harbor Facilities Statistical Information

(1) Harbor Facilities: 20 specialized wharves and 2 container piling sites.

(2) Vessels: 17 harbor vessels, including: 9 tug boats, 4 shuttle boats and 4 miscellaneous boats, the same as the previous year.

(3) Machines and Instruments: 23 machines and instruments, including: container cranes, container lifting machines, empty container

liftfork, cranes and fork lift trucks, one instrument less than in 2009.

(4) Vehicles: 58 trailers and engineering vehicles, 2 vehicles less than in 2009.

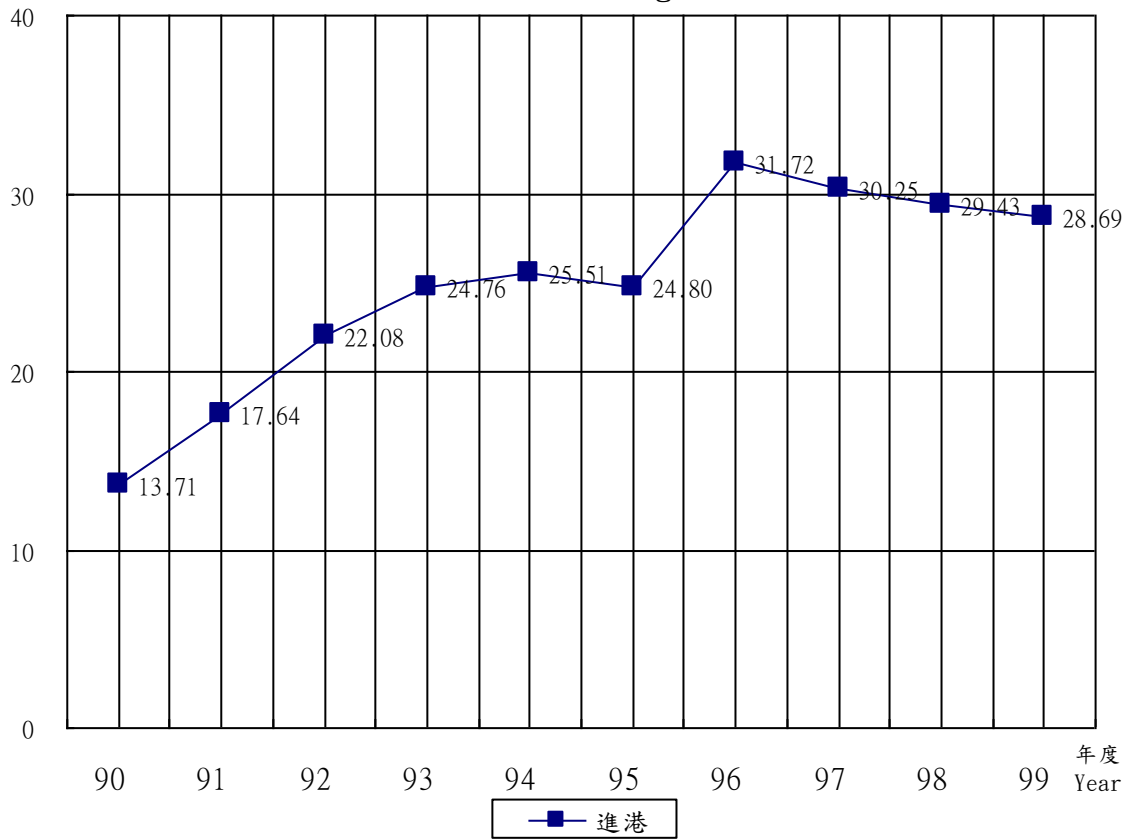
Table 1: The business volume comparison table of Taiwan harbors in 2010

| Harbor | Incoming Vessels | | | | Cargo throughput | | Cargo Tonnage Handled | |
|-----------|------------------|-------|---------------|-------|------------------|-------|-----------------------|-------|
| | Vessels | % | Gross Tonnage | % | Tons | % | Revenue Tons | % |
| Total | 37,897 | 100 | 684,944,152 | 100 | 312,094,925 | 100 | 705,997,764 | 100 |
| Mailiao | 2,869 | 7.57 | 57,105,381 | 8.34 | 67,904,178 | 21.76 | 68,089,719 | 9.64 |
| Heping | 349 | 0.92 | 6,486,662 | 0.95 | 9,933,778 | 3.18 | 9,868,269 | 1.40 |
| Kaohsiung | 17,651 | 46.58 | 394,529,261 | 57.6 | 124,952,433 | 40.04 | 423,074,169 | 59.93 |
| Keelung | 7,297 | 19.25 | 102,400,800 | 14.95 | 25,006,587 | 8.01 | 76,674,501 | 10.86 |
| Taichung | 7,180 | 18.95 | 104,138,496 | 15.2 | 63,673,489 | 20.40 | 107,031,247 | 15.16 |
| Hualien | 1,533 | 4.05 | 12,259,943 | 1.79 | 13,913,480 | 4.46 | 14,267,653 | 2.02 |
| Suao | 547 | 1.44 | 5,392,816 | 0.79 | 5,514,059 | 1.77 | 5,755,669 | 0.82 |
| Anping | 471 | 1.24 | 2,630,793 | 0.38 | 1,196,921 | 0.38 | 1,236,537 | 0.18 |

Port Information Source: Annual Statistical Report of Kaohsiung Port

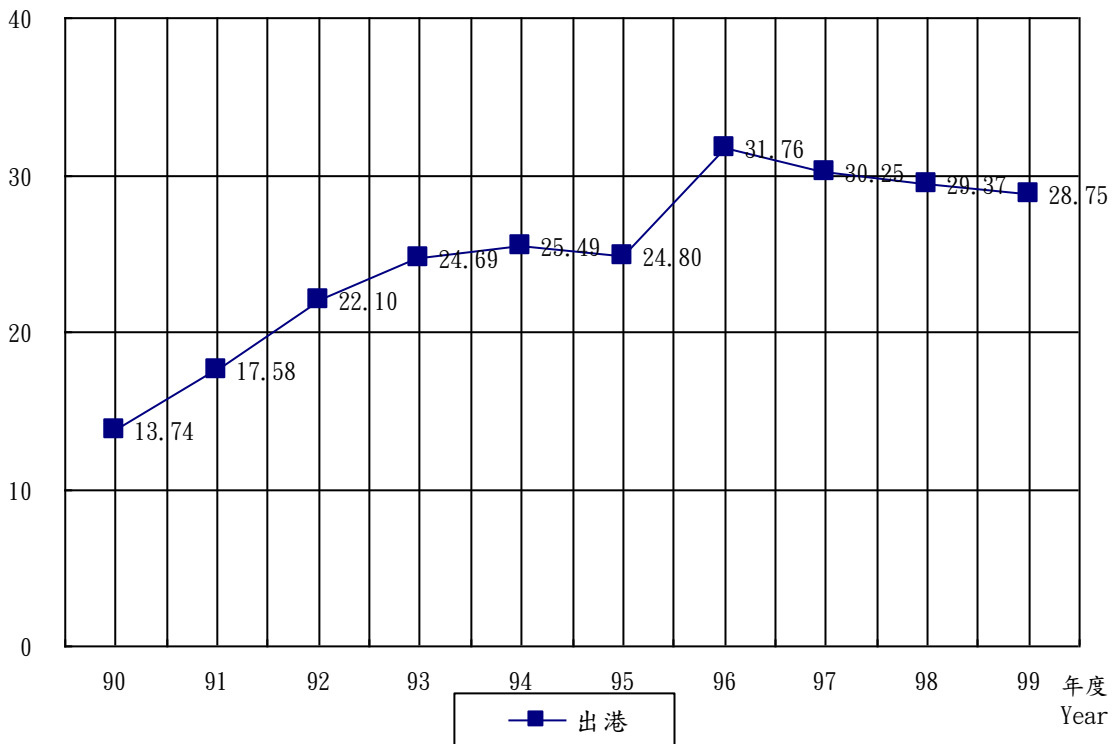
百艘次
(100 Vessels)

進港船舶艘次 Number of Incoming Vessels



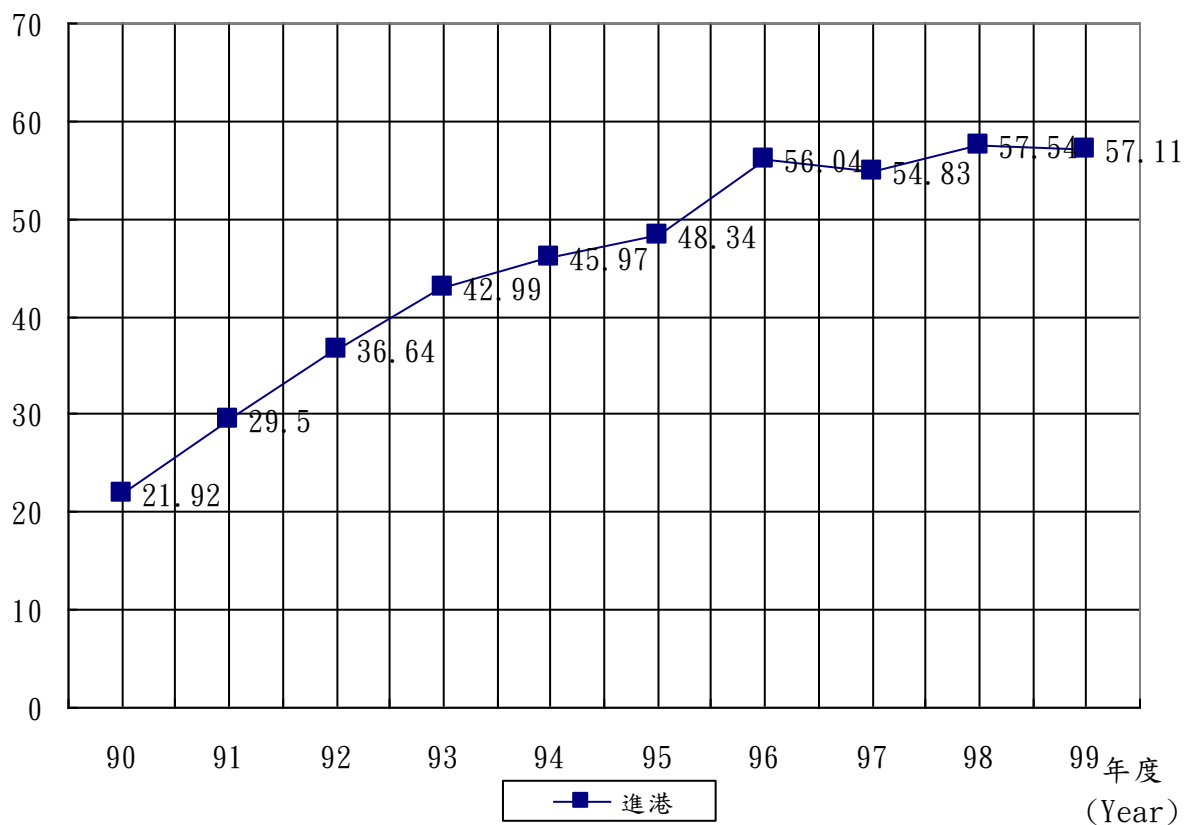
百艘次
(100 Vessels)

出港船舶艘次 Number of Outgoing Vessels



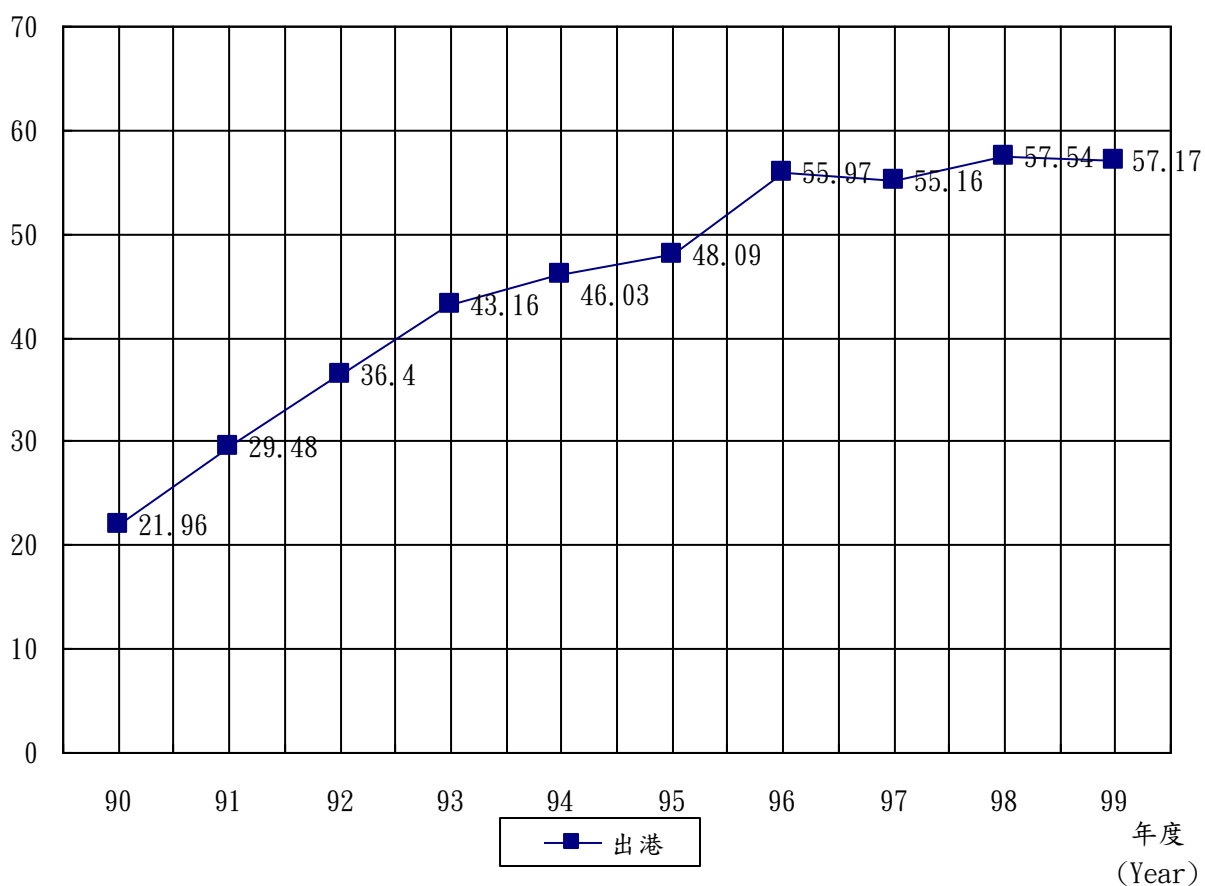
百萬總噸
(Million GTs)

進港船舶總噸位 Gross Tonnage of Incoming Vessels



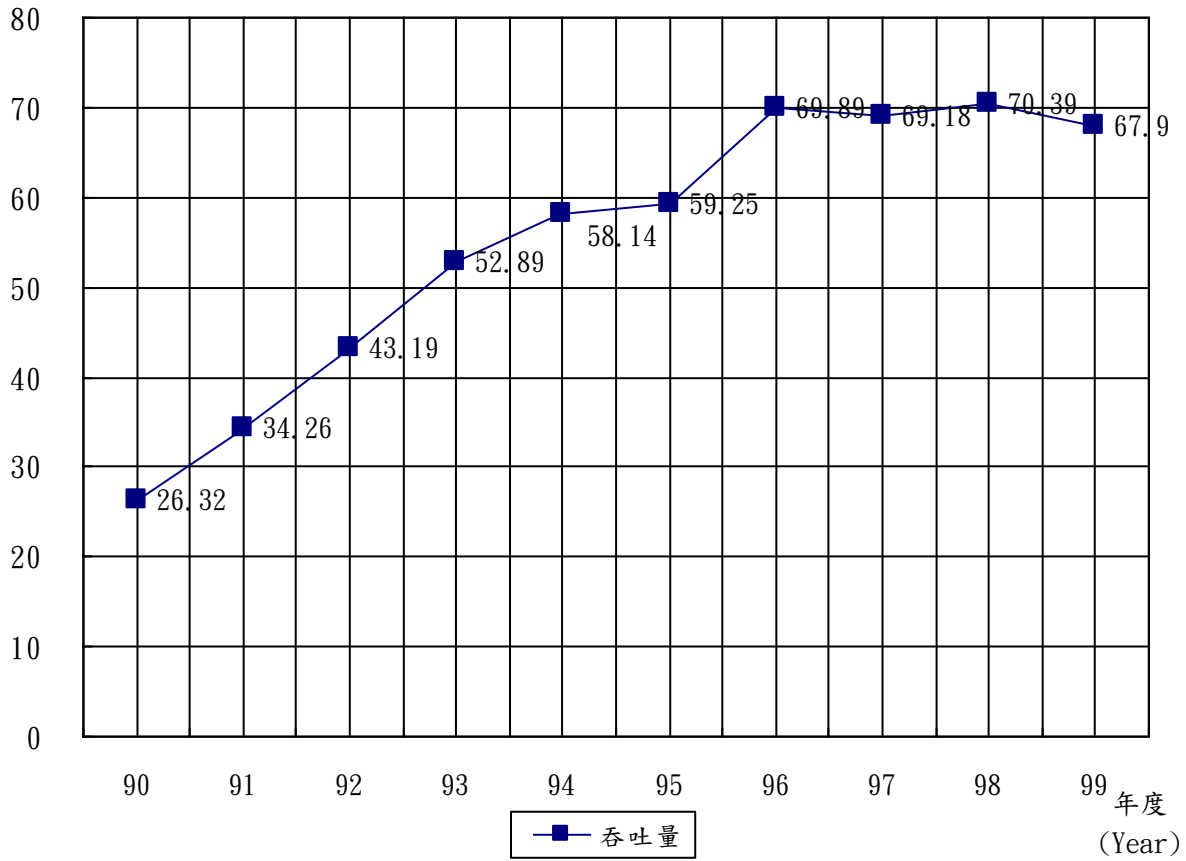
百萬總噸
(Million GTs)

出港船舶總噸位 Gross Tonnage of Outgoing Vessels



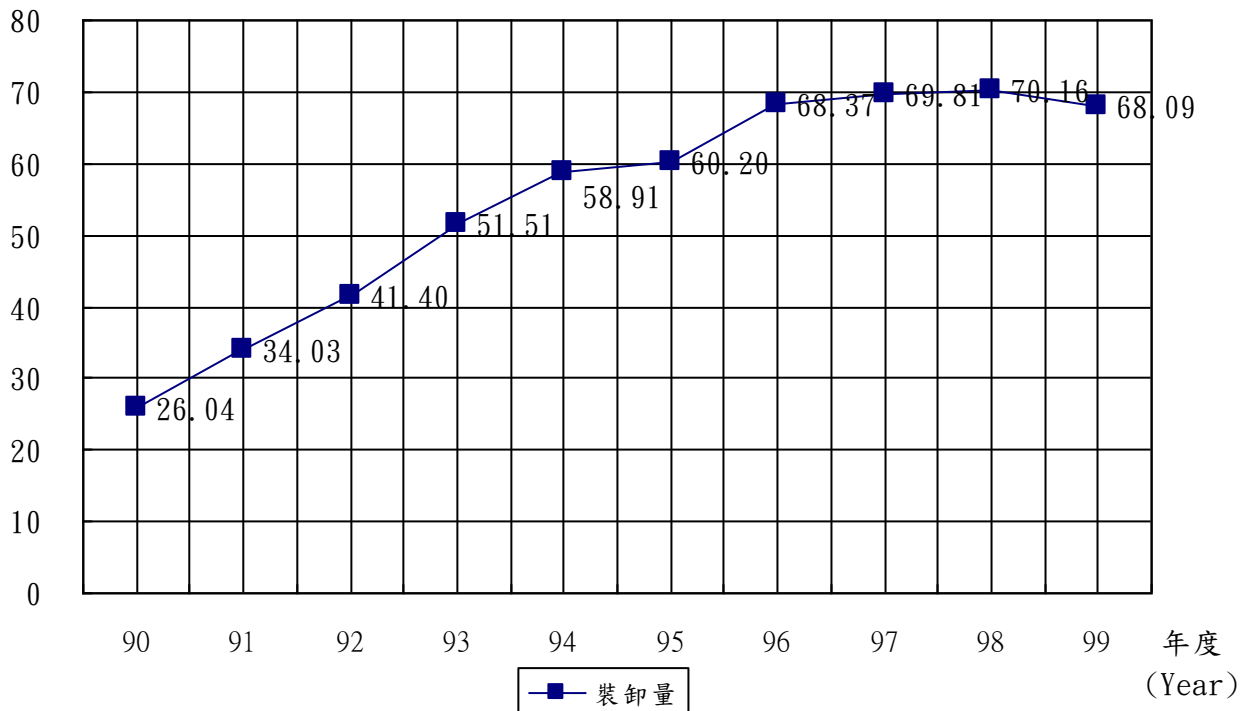
百萬公噸
(Million MT)

貨物吞吐量 Amount of Cargoes Throughput



百萬公噸
(Million MT)

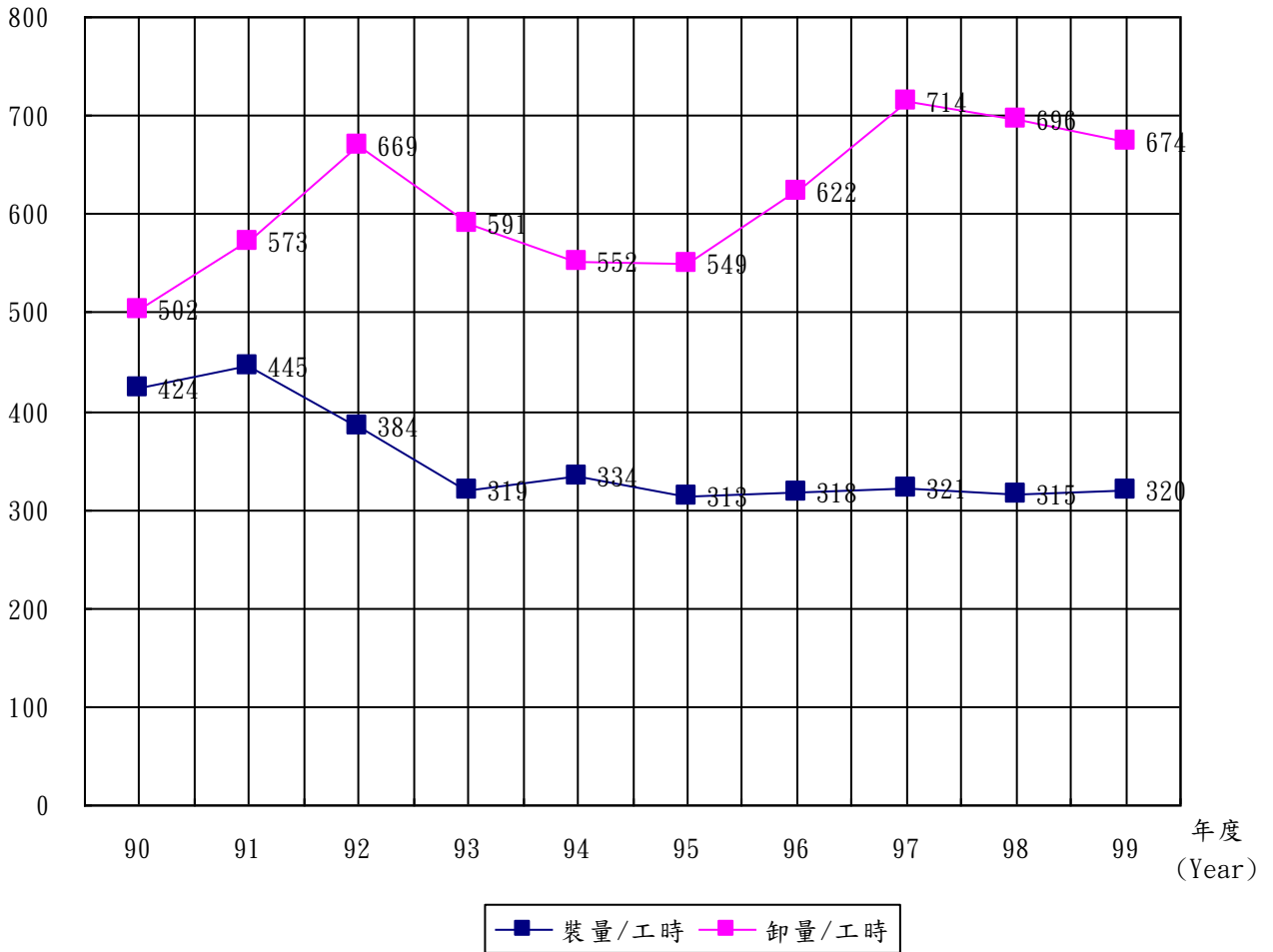
貨物裝卸量 Volume of Cargoes Handled



貨物裝卸效率

Efficiency of Cargoes Handled

量/時
(V/H)





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