



Taiwan's Ports Governance

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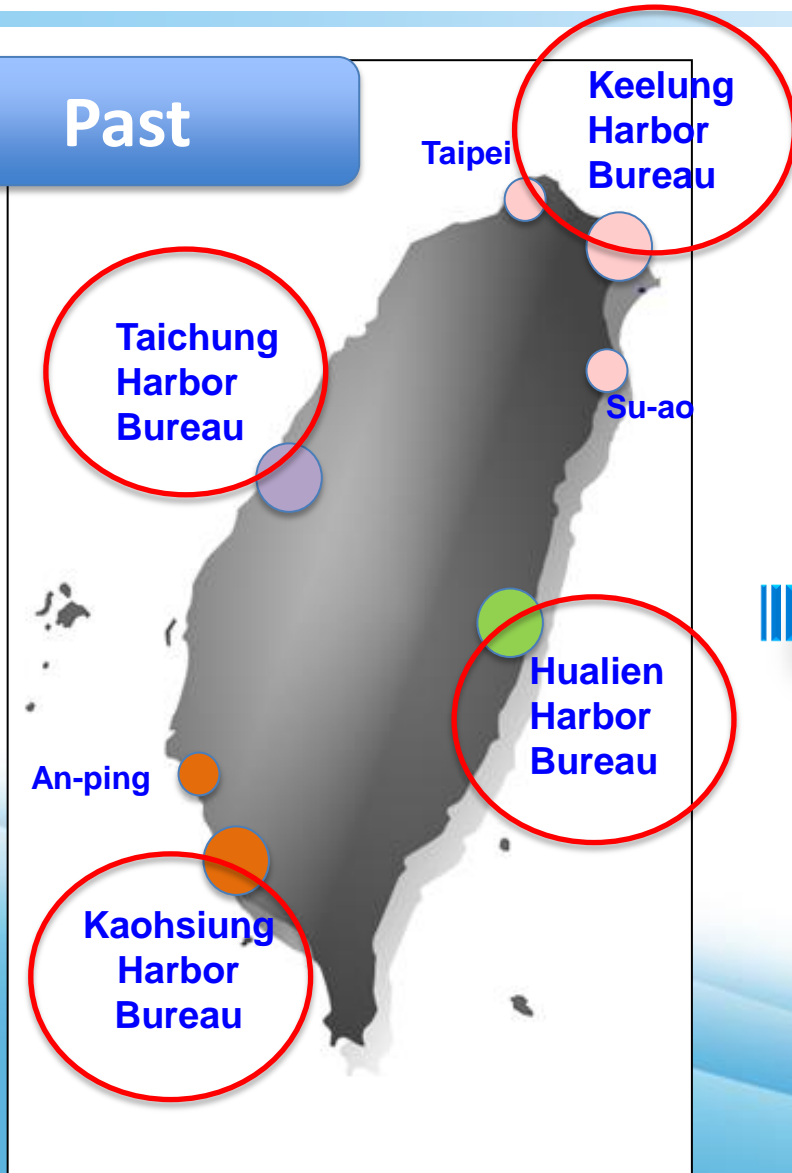
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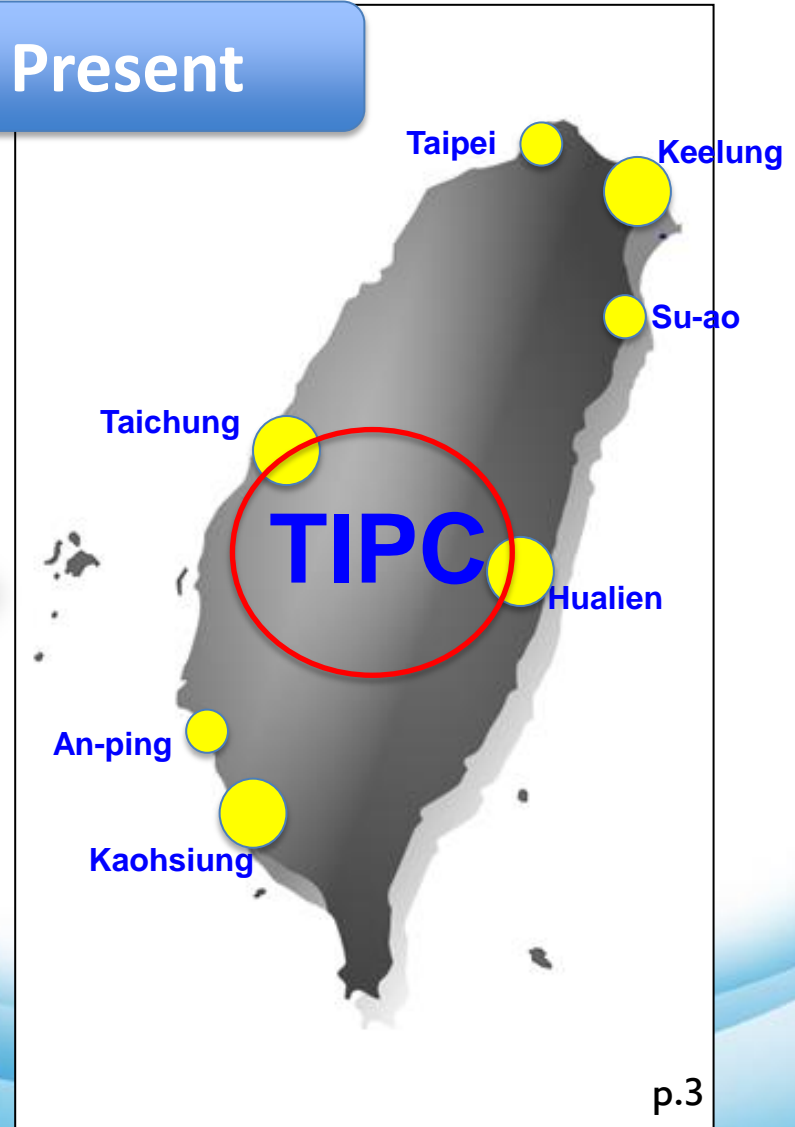


Past vs. Present

Past



Present



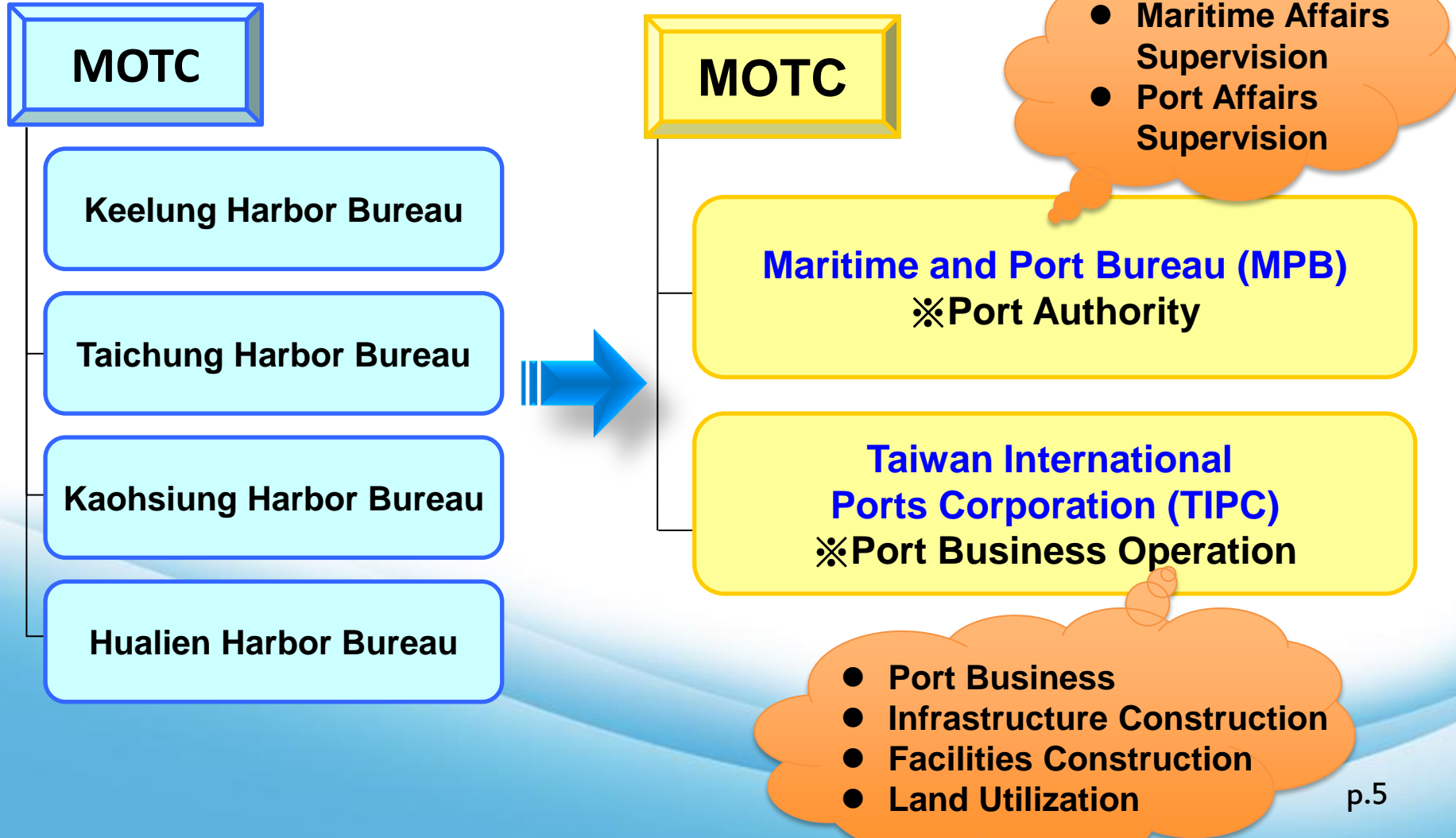
Past vs. Present

Reasons for the Change:

- ✓ **The bureaucratic system and law limitations made the original system inflexible for business operations and port development.**
- ✓ **Four harbor bureaus operated independently and competed with each other in the past.**
- ✓ **Reorganization helped integrate all the resources of the seven ports into one port cluster. That made the governance of Taiwan's ports more effective.**

Past vs. Present

The Change of Governance





Past vs. Present

TIPC Profile

Establishment

• **March 1st, 2012**

Employees

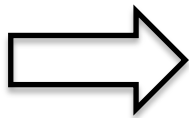
• **2,620**

Ports

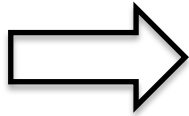
• **Keelung, Taipei, Taichung, An-ping, Kaohsiung, Hualien, Su-ao**

Port Name	Keelung	Taipei	Taichung	An-ping	Kaohsiung	Hualien	Su-ao	Sum.
2013 Cargo Throughput (Million Tons)	21.4	17.5	70.1	1.4	115.0	13.1	4.9	243.4
2013 Container Throughput (Million TEUs)	1.61	1.03	1.47	N/A	9.94	N/A	N/A	14.05

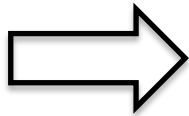
The Governance of Taiwan's Ports



Port Business



Port Planning & Construction



Land Utilization



Organization Structure



Financial Source and Funds



The Governance of Taiwan's Ports

Port Business

All seven ports are still state owned but operated by TIPC. TIPC adopts diversified business models:

- ✓ **Invite private sector companies to invest in and operate port business.**
- ✓ **Lease facilities to private sector companies to run their own port business.**
- ✓ **Some businesses are remaining operated by TIPC.**



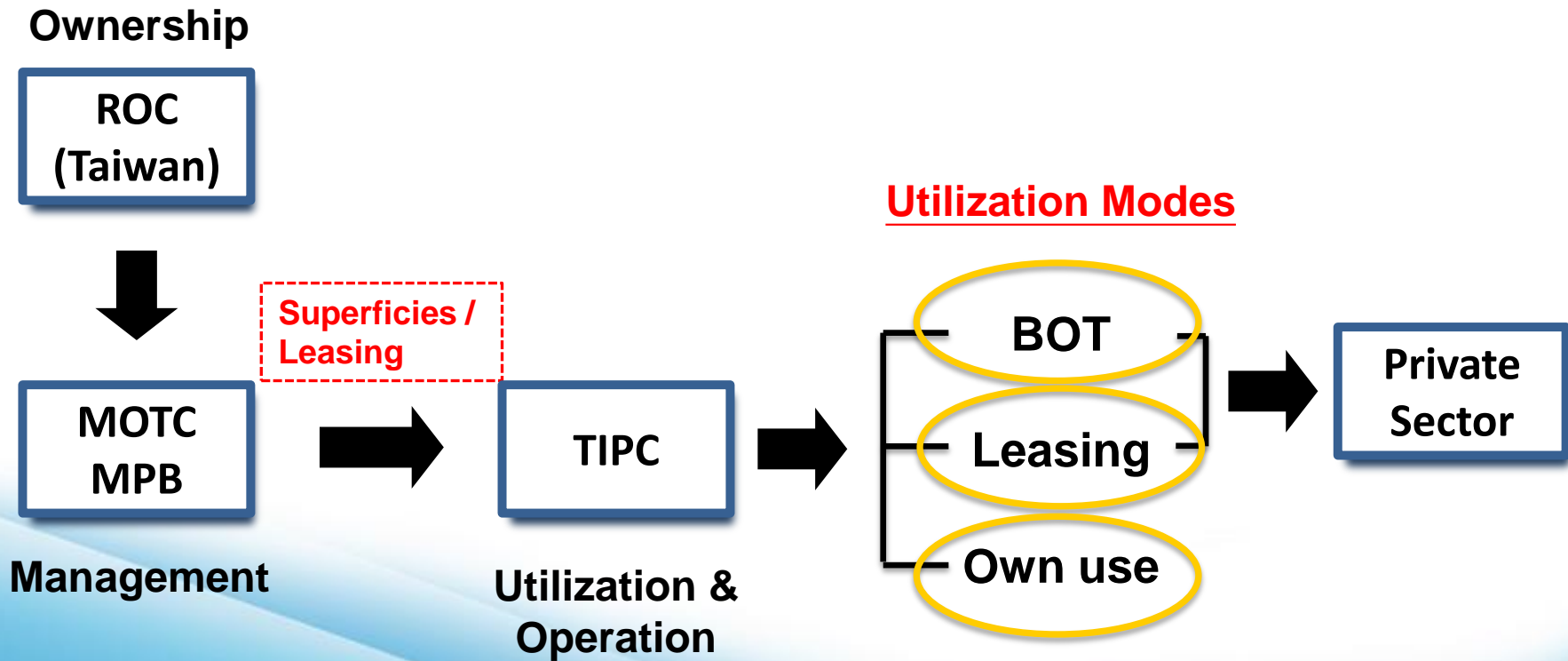
The Governance of Taiwan's Ports

Port Planning and Construction

- ✓ TIPC regularly sets up a **Master Plan** and sends it to MOTC for approval, as the guideline for ports construction and operation.
- ✓ TIPC follows the Master Plan to carry out the construction and maintenance of the ports.
- ✓ The Master Plan will be reviewed and adjusted every five years based on the needs and requirement of the latest global shipping market.

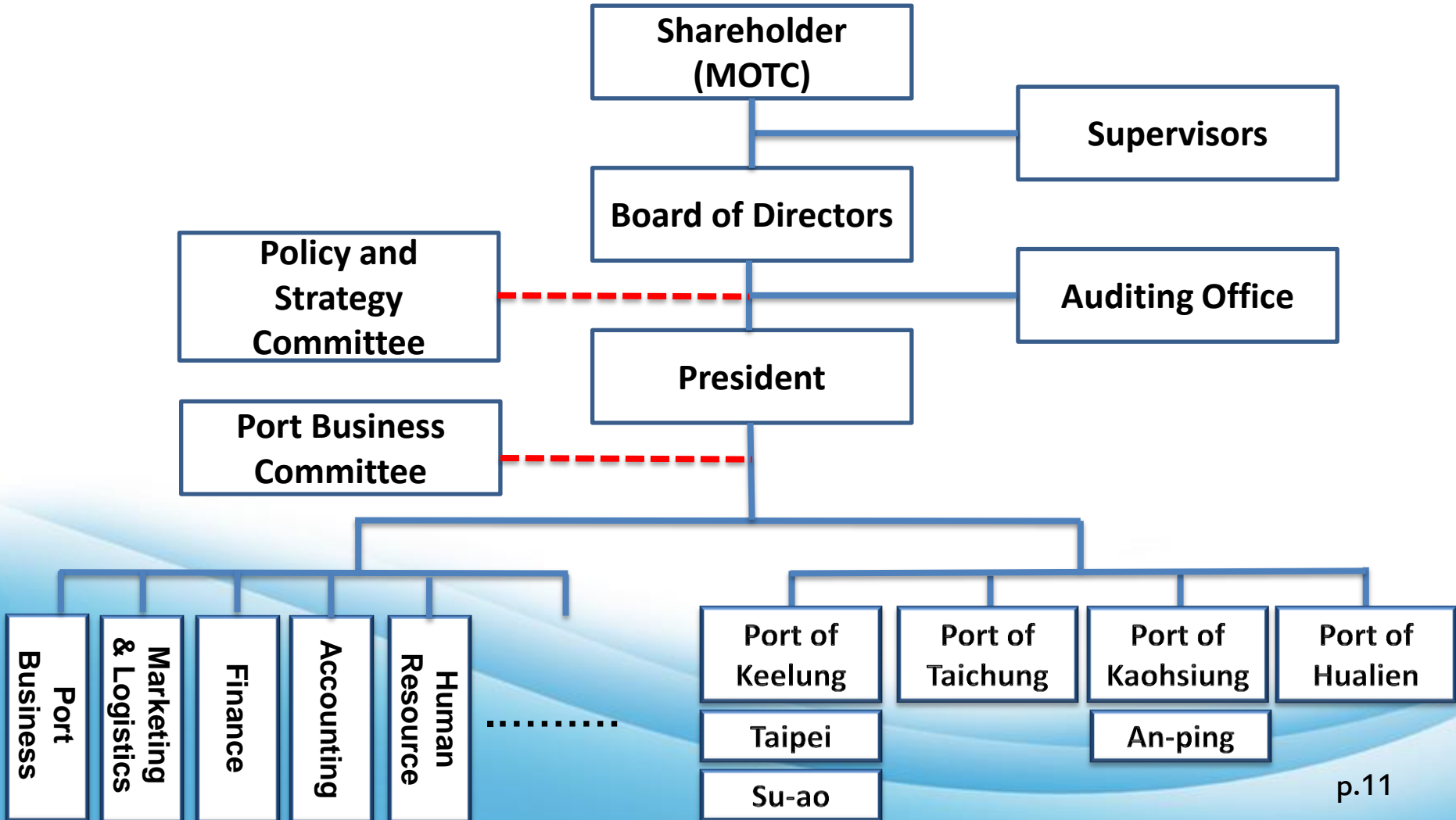
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Land Utilization



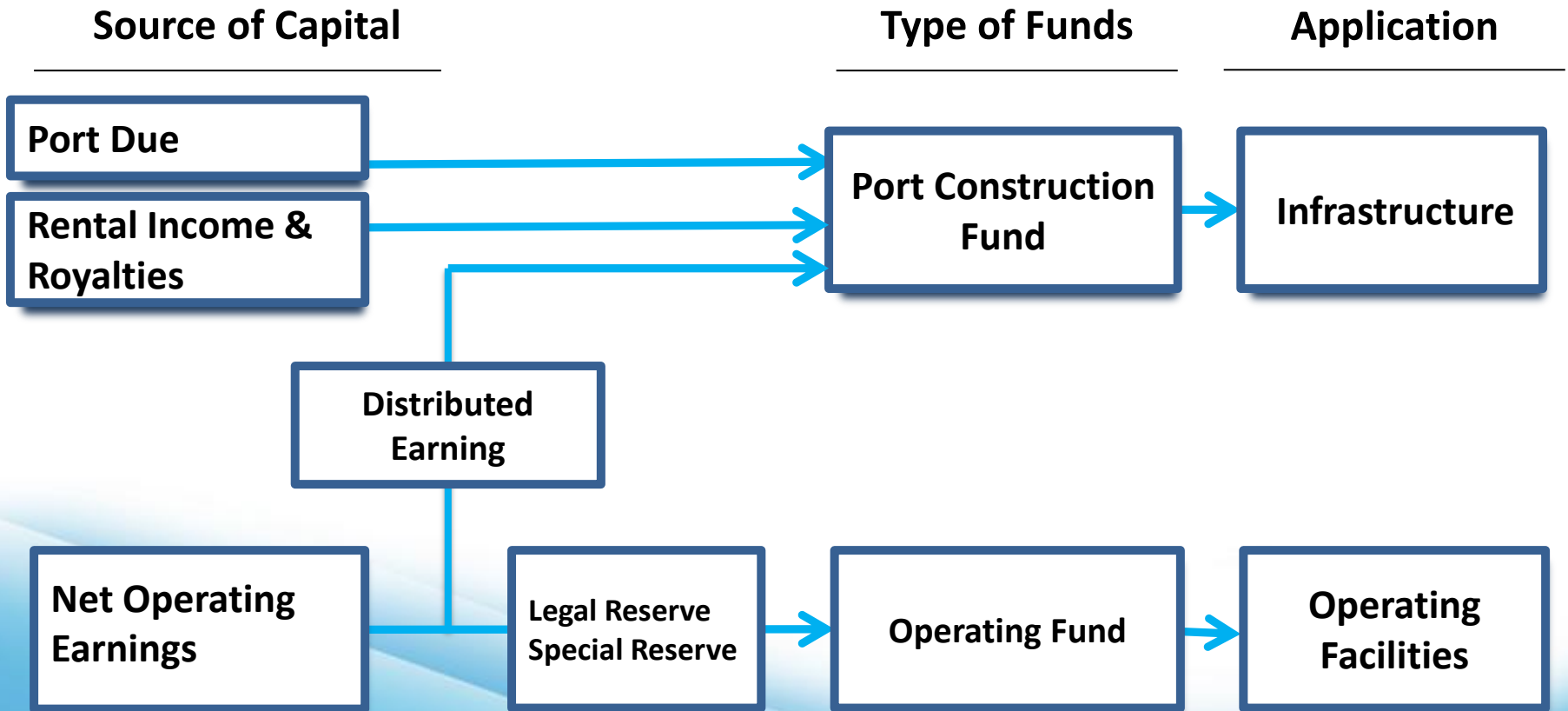
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Organization Structure



The Governance of Taiwan's Ports

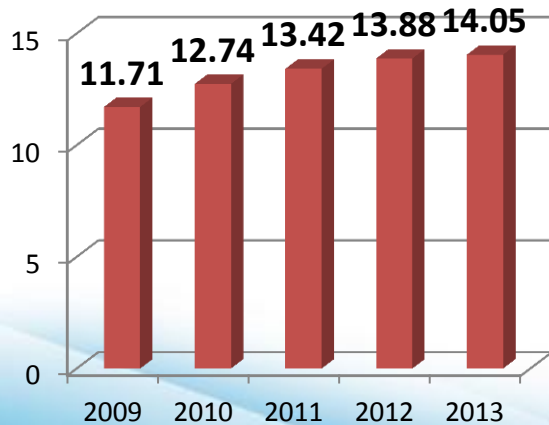
Financial Source and Funds



Business Performance

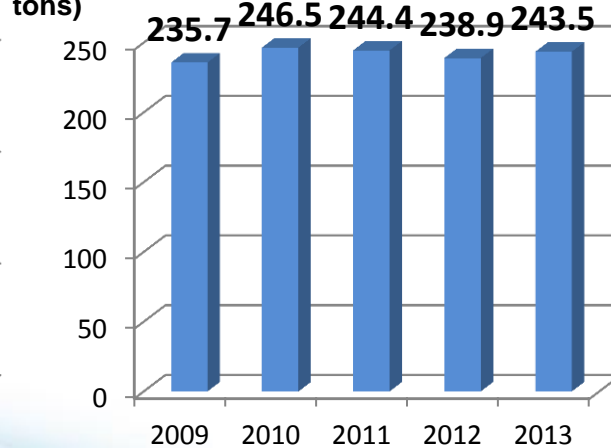
Container Throughput

(Million TEUs)



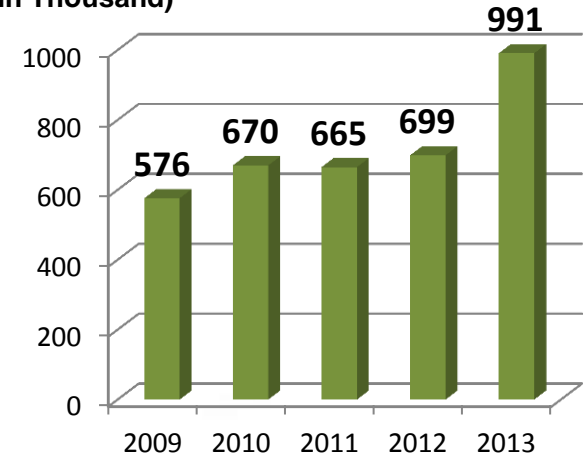
Cargo Throughput

(Million tons)



Number of Passengers

(in Thousand)



Conclusions

- ✓ **TIPC has the support of financial funds from the central government for the ports infrastructure, that facilitates the sustainability of ports development.**
- ✓ **TIPC adopts a multi-mode port business model, that promotes the flexibility of ports management.**
- ✓ **Representatives from the local government join Board of TIPC, that creates better communication among ports and cities.**

Thank you for your attention!!



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