

盐田港 YTP

# 盐田港

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2018  
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盐田港·改革开放印记

YANTIAN PORT - IMPRINT OF REFORM AND OPENING UP

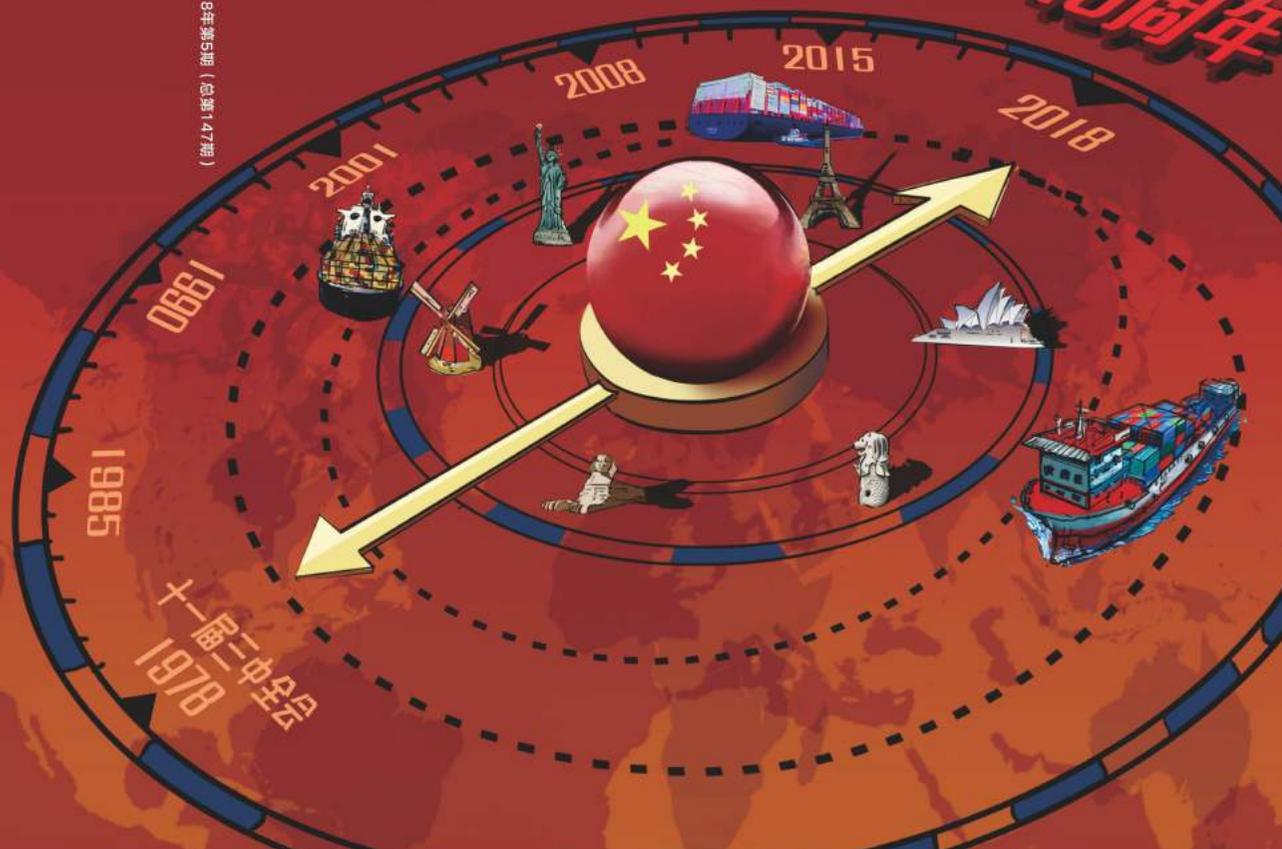
山海文化：敢为天下先

CULTURE OF THE MOUNTAINS  
AND THE SEA: DARING TO BE THE FIRST

以学习教育为促进 升华党建新高度

2018年第5期（总第147期）

## 40周年



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# 天下 Globe

## 财经

### 我国与“一带一路”沿线国家贸易额超5万亿美元

“一带一路”倡议提出5年来，得到全球积极响应和参与，经过5年的实践，“一带一路”建设从理念、愿景转化为现实行动，取得了重大进展。近日，宁吉喆介绍说，共建“一带一路”倡议及其核心理念写入联合国等重要国际机制成果文件，已有103个国家和国际组织与我国签署118份合作协议。5年来，我国同沿线国家贸易总额超过5万亿美元，年均增长1.1%。我国对沿线国家直接投资年均增长7.2%，在沿线国家新签对外承包工程合同额超过5000亿美元，年均增长19.2%。同时，不断放宽外资准入领域，营造高标准的营商环境，吸引沿线国家来华投资。

(来源：经济日报)

### 联合国旅游组织：中国游客2017年出境消费世界第一

联合国世界旅游组织（UNWTO）官网8月27日发布的《世界旅游组织旅游亮点2018年版》报告显示，2017年世界旅游总收入为1.34万亿美元，比2016年增加了约940亿美元，其中，中国游客2017年的出境游花费为2577亿美元，接近全球总收入的五分之一，继续保持世界第一。2017年国际游客总数达到13.23亿人次，比上一年增加约8400万人次，增长7%，为2010年以来的最大增幅，2017年国际旅游收入增长了5%。除了1.34万亿美元旅游收入外，国际旅游中非居民进行的国际客运还带来2400亿美元收入，这使旅游创造的出口额增加到1.6万亿美元，占世界总出口额的7%。

(来源：新京报)

### 前七个月我国国有企业利润增长21.4%

近日，财政部发布数据显示，1-7月，国有企业利润总额20239.4亿元，同比增长21.4%，超过收入增幅11个百分点。

其中，钢铁、有色、石油石化等行业利润大幅增长。今年以来，我国经济已由高速增长阶段转向高质量发展阶段。利润率、负债偿债率都是质量发展的重要指标。统计显示，今年1-7月，国有企业经济运行态势良好，偿债能力和盈利能力比上年同期均有所提升。

(来源：北京晨报)

### 个税法修正案草案已审核 起征点是5000元

9月7日，国务院总理李克强主持召开国务院常务会议，确定落实新修订的个人所得税法的配套措施，为“广大群众减负”。据了解，会议明确表示，使群众应纳税收入在减除基本费用标准（5000元/月）的基础上，再享有教育、医疗、养老等多方面附加扣除，确保扣除后的应纳税收入起点明显高于5000元，进一步减轻群众税收负担，增加居民实际收入、增强消费能力。

(来源：中新网)

### 人民币对美元中间价报价行重启“逆周期因子”

专家认为，目前我国经济增长平稳、国际收支基本平衡、财政金融状况良好、外债水平较低、外汇储备充足以及审慎管理加强，人民币未来维持在一个合理均衡水平区间波动的可能性较大。近期，中国外汇交易中心发布公告称，绝大多数中间价报价行已经对“逆周期系数”进行了调整，预计未来“逆周期因子”会对人民币汇率在合理均衡水平上保持基本稳定发挥积极作用。

(来源：上海证券报)

### 我国市场主体总量超1亿户 达到标志性高点

今年7月，联合国世界知识产权组织等机构联合发布的2018年全球创新指数排行榜显示，中国内地的排名较去年提升了五位，位列17，这也是中国首次进入全球前20名，显示中国创新环境与创新绩效明显提升。“今年以来，国家出台了一系列扶持创新创业的政策举措，着力培育壮大新兴产业，加快发展数字经济，新旧动能转换明显加快。”国家发改委副秘书长、高技术司司长任志武近日在发改委新闻发布会上说。

(来源：人民日报)

### 阿里巴巴发布2019财年Q1财报 营收809.2亿元同比增长61%

近日，阿里巴巴集团公布2019财年第一季度财报。公告期内，阿里巴巴收入同比增长61%达到809.2亿元。核心电商业务收入达691.88亿元，同比增长61%。经调整EBITA（息税摊销前利润）为265.02亿元，核心电商业务经调整EBITA为327.97亿元，同比增长22%。阿里巴巴设立了一家控股公司，将作为本地生活服务的旗舰公司，持有饿了么和口碑两大业务，并已收到超过30亿美元投资承诺，饿了么的外卖服务和口碑的到店消费将形成更紧密的协同。

(来源：证券日报)

### 共享汽车押金难退现象明显

近来，关于共享汽车押金难退的现象愈加明显，广东幸福叮咚出行科技有限公司多名用户反映该公司未按规定及时退还押金，金额包括1000元车辆押金和500元违章押金。该公司称，将加派人手在本月内处理完押金退还工作。由于接到关于共享汽车押金难退等投诉增多，广东省消委会近日特别发出消费警示，为防止押金难退，广东省消委会提醒消费者注意5点，包括尽量不要选择押金额太大的平台、警惕企业以审核车辆违法等问题为由拖延退还押金等。同时警示运营企业不要在押金上打歪主意或者降低押金金额。

(来源：法制日报)

### 北上广深半年GDP首次齐超万亿 人均可支配收入3万

大城市往往是创新、活力和前沿的代名词。看大城市的发展，一定程度上也能看到中国的前进方向。今年上半年，北京、上海、广州、深圳齐齐跨进“万亿俱乐部”，这是四大一线城市半年GDP首次集体跨越万亿大关。在经济转型升级背景下，一线城市向“高精尖”发力，经济体量更进一步，经济增速“不输阵”，居民收支水平更高。不过，未来一线城市仍面临着公共服务补短板 and 高质量发展的挑战。

(来源：人民日报海外版)

### 2017年全国收费公路统计公报出炉 通行费收入超5千亿

交通运输部近日发布，2017年度全国收费公路通行费收支缺口为4026.5亿元，比上年减少116.8亿元，下降2.8%，全国收费公路通行费收支缺口依然较大。这是交通运输部从2014年起，连续四年组织开展了收费公路信息公开工作。2017年末，全国公路总里程达到477.35万公里，是1984年末的5.2倍。其中，高速公路达到13.65万公里，里程规模居世界第一。2017年度，全国收费公路车辆通行费总收入5130.2亿元，比上年增长12.8%。2017年度，全国收费公路支出总额9156.7亿元，比上年增长5.3%。

(来源：法制日报)

## 西部大开发重点工程投资规模达3.75万亿 交通依然是重点

“重点工程一直是推进西部大开发的有力措施，西部大开发战略实施以来每年都会新开工一批重点工程。党的十八大以来，已经累计新开工西部大开发重点工程152项，投资总规模3.75万亿元，西部地区的基础设施、民生和生态建设取得了突破性的进展。”国家发展改革委西部开发司巡视员肖黎明近日在新闻发布会上表示。交通基础设施依然是西部大开发的重点任务，要加快形成以干线（高速）铁路公路为主骨架的交通网络建设。西部与全国各地一样也进入了高铁时代。

（来源：证券日报）

## 中欧班列乌鲁木齐集结中心开行第1500列中欧班列

8月30日，伴随着铿锵嘹亮的汽笛声，一列由44组集装箱组成，满载服装、日用百货的班列驶出中欧班列乌鲁木齐集结中心，将经由霍尔果斯口岸出境，于4天后到达乌兹别克斯坦塔什干。该趟班列的开行标志着中欧班列乌鲁木齐集结中心累计开行中欧班列突破1500列，约占全国中欧班列开行总量的近六分之一。中欧班列乌鲁木齐集结中心已成为发展速度和规模在全国同领域领先，中欧班列货物集散中心、目的地和始发地。

（来源：中国新闻网）

## 暑期档收官总票房近174亿元 成绩与隐忧并存

前有《我不是药神》成为现象级作品，后有《西虹市首富》笑翻观众，《一出好戏》引发影迷各种解读，最近《碟中谍6》上映，又掀起一轮观影高潮。今年的暑期档，惊喜一次次袭来，将近174亿元的总票房也没有辜负业内和观众的期待。虽然影片口碑效应凸显，但如何提高观影人次、如何让市场更均衡发展，则是未来中国电影市场更需思考的问题。电影市场这块蛋糕，有待继续烘焙。

（来源：北京日报）

## 改革开放40年：我国工业增加值增长53倍

国家统计局4日发布的改革开放40年经济社会发展成就报告显示：1978年，党的十一届三中全会作出改革开放的伟大决策，我国工业从此插上了腾飞的翅膀，以前所未有的生机和活力快速发展。40年来，我国建立了门类齐全的现代工业体系，跃升为世界第一制造大国。2017年工业增加值接近28万亿元，可按

比价计算，比1978年增长53倍，年均增长10.8%。

（来源：光明日报）

## 上半年个人住房贷款增速放缓 热点城市房贷比重下降

目前，上市银行陆续公布的半年报显示，上半年个人住房贷款增速与去年同期相比有所放缓，大型国有银行上半年个人住房贷款增速都在10%以下，热点城市的房贷比重呈下降趋势。数据显示，工行上半年个人住房贷款增加3418.25亿元，增长8.7%；农行上半年个人住房贷款34009.93亿元，较上年末增长8.5%；上半年建行个人住房贷款45012.16亿元，较上年末增长6.84%。随着国家对房地产调控的收紧，商业银行为积极落实调控政策，在住房贷款方面也实行了一系列调整。这些调整对遏制个人住房贷款过快上升起到一定作用。

（来源：环球网）

## 前七月我国服务进出口规模创历史新高

商务部服贸司负责人近日介绍，1—7月，我国服务进出口保持较快增长。进出口总额297544亿元（人民币，下同），同比增长9.9%。其中，出口9875亿元，增长14.6%；进口19879亿元，增长7.7%；逆差10003.9亿元。若以美元计，服务进出口、出口和进口增速分别为17.2%、22.3%和14.9%。今年以来，国内经济稳中向好态势持续巩固，陆续出台的开放举措和服务贸易政策显著提高了经济发展质量，增强了对外贸发展的内生动力，为我国服务贸易发展提供了有力支撑。

（来源：经济日报）

## 8月制造业PMI微升 经济增势稳健

国家统计局服务业调查中心和中国物流与采购联合会近日发布中国采购经理指数。数据显示，8月制造业PMI为51.3%，环比上升0.1个百分点，与年均值持平。专家表示，8月制造业市场需求增速仍处于相对较好水平，生产增速稳中有升，未来仍需着力扩大内需，进一步缓解短期经济下行压力。PMI已经连续25个月位于荣枯线以上，显示经济增长趋势稳定。从

主要分项指数来看，生产量指数、从业人员指数、生产经营活动预期指数等环比上升，表明制造业在“稳就业、稳预期”方面取得了一定成果，经济短期下行压力有所缓解。

（来源：经济参考报）

## 推进互联网诊疗纳入医保支付

8月28日，国务院办公厅印发《深化医药卫生体制改革2018年下半年重点工作任务》，要求健全互联网诊疗收费政策，逐步将符合条件的互联网诊疗服务纳入医保支付范围。与“远程医疗”以医疗机构间诊疗行为为主不同，互联网诊疗则是覆盖诊前、诊中、诊后的线上线下一体化医疗服务模式，服务突破医疗机构之间的边界，鼓励医疗机构、医生面向老百姓提供常见病、慢性病复诊等服务，而以乌镇互联网医院、四川微医互联网医院等为代表的医疗机构，远程诊疗是其核心业务之一。

（来源：央广网）

## 中国海关：埃塞俄比亚大豆可以正式向我国出口

9月3日，中国驻埃塞俄比亚大使谈践代表海关总署与埃塞俄比亚财经合作部国务部长阿德马苏在北京共同签署了《中华人民共和国海关总署和埃塞俄比亚联邦民主共和国农业和畜牧资源部关于埃塞俄比亚大豆输华植物检疫要求议定书》。埃塞俄比亚是非洲农业大国，近年来大豆种植产业发展增长很快，是新兴大豆输出国。开放埃塞俄比亚大豆进口，将对加强中埃农产品贸易往来，丰富我国进口大豆来源市场，满足国内产业需求发挥积极作用。

（来源：海关总署）

## 全国社保基金原副理事长：社保基金18年来已赚一万亿

自2000年全国社保基金成立，到2018年已经走过了18个春秋。这期间，无论中国资本市场如何风云动荡，社保基金却能立于“不败之地”。不过，外界不知道的是，在这18年间，全国社保基金为社会的养老金总共赚取了多少收益。9月2日，社保基金原副理事长王忠民表示，全国社保基金从最初接受中央财政划拨200亿初始运作资金，到2018年总资产超过2.2万亿元，在18年中投资滚存收益达到1万亿。在资本市场当中尤其权益市场的投资比例和投资回报，达到年化8.4%的收益，这是很有价值和意义的。

（来源：华夏时报）

## 聚焦中非“十大合作计划”——金融合作加速提质升级

2015年，习近平主席在中非合作论坛约翰内斯堡峰会上提出中非“十大合作计划”，其中“中非金融合作计划”指出，中方将同非洲国家扩大人民币结算和本币互换业务规模，鼓励中国金融机构赴非洲设立更多分支机构，以多种方式扩大对非洲投融资合作，为非洲工业化和现代化提供金融支持和服务。近3年来，在中非双方共同努力下，约翰内斯堡峰会成果正在得到全面有效落实。中非金融合作领域不断扩大、合作层次不断提高，一批重大项目开花结果，为非洲国家工业化和现代化提供了有力支撑。

（来源：人民日报）

## 贫困人口基本养老保险将实现全覆盖

9月6日，人社部近日印发《打赢人力资源社会保障扶贫攻坚战三年行动方案》，明确到2020年，通过扩大贫困劳动力就业规模、提高就业质量，促进100万贫困劳动力实现就业，带动300万贫困人口脱贫。全面落实社会保险扶贫政策，实现贫困人口基本养老保险全覆盖。大力推进工程建设领域按项目参加工伤保险；探索建立新产业新业态从业人员职业伤害保障制度，防止快递业等行业从业人员因工伤致贫返贫。

（来源：经济参考报）

## 民航局：支持无人机货运等新商业模式发展

9月7日，据中国民航局官方网站消息，中国民用航空局副局长王志清在第二届国际民航组织航空货运发展论坛上表示，鼓励大数据、云计算、人工智能等新技术的推广应用，支持无人机货运等新的商业模式发展。当前，航空货运凭借快速、灵活的优势成为一个地区和国家快速融入全球产业链、价值链和创新链的重要依托。近年来，随着中国发展方式的转变、经济结构的优化和增长动力的转换，中国航空货运市场逐步呈现出物流化、快速化、国际化三大趋势。

（来源：人民网）



## 国务院强调调整运输结构,打通海铁联运最后一公里

# 港航

port&shipping

近日,国务院第14次常务会议研究了调整运输结构、提高综合运输效率等有关工作,党中央、国务院高度重视运输结构调整工作。习近平总书记强调,要调整运输结构,减少公路运输量,增加铁路运输量,减少公路特别是大宗产品公路货运量,提高沿海港口集装箱铁路集疏港比例。李克强总理指出,要采取综合举措,提高大宗货物和长距离运输的铁路货运比例,特别是打通海铁联运“最后一公里”,大幅提高集装箱海铁联运比例。

(来源:新华网)

## 2018年上半年,站上悬崖边的集运市场

过去的2018年这大半年时间里,航运市场整体低迷徘徊,各个细分市场有欢喜有忧愁,但整体上是哀大于喜。尤其是油运市场,陷入了20年来的最低谷!航运企业和油运船东损兵折将伤透了心!但是,就在业界对油运市场的至黑至暗惊魂未定之时,集装箱运输航运市场也被推到了深渊的边缘!克拉克森预测今年全球集运需求同比增速为5.0%,会较2017年减少0.5个百分点;中国出口集装箱运价指数均值795.70点,同比下降3.90%。

(来源:海事服务网(CNSS))

## “一带一路”倡议五周年,中企参与34国的42个港口建设经营

2018年是“一带一路”倡议提出五周年。互联互通是贯穿“一带一路”的血脉,而基础设施联通则是“一带一路”建设的优先领域。“一带一路”倡议提出五年来,中国与众多国家一道,在港口、铁路、公路、电力、航空、通信等领域开设了大量合作,有效提升了这些国家的基础设施建设水平。目前,我国港口已与世界200多个国家、600多个主要港口建立航线联系,海运互联互通指数保持全球第一。海运服务已覆盖“一带一路”所有沿海国家,参与希腊比雷埃夫斯港、斯里兰卡班托塔港、巴基斯坦瓜达尔港等34个国家42个港口的建设经营。

(来源:新华网)

## 全球最大集装箱船舶靠泊大连港

8月30日11时,由中国建造、具有完全自主知识产权的超大型集装箱“中远海运宇宙”轮,结束在大连港大窑湾15区的作业,缓缓离开码头。“中远海运宇宙”(以下简称“宇宙轮”)是我国目前建成交付的最大集装箱船,也是当今世界最大箱位的集装箱船之一,最大载箱量为21237标准箱。该船长400米、型宽58.6米、型深30.7米,甲板面积比4个标准足球场还大。据悉,“宇宙轮”隶属于中远海运狮子座集团,服务于海洋联盟欧洲航线。此航线从天津港出发,次靠大连港,挂靠华北和华东地区各主要港口,途经新加坡抵达德国、比利时、荷兰、希腊等“一带一路”沿线国家,是服务“21世纪海上丝绸之路”的黄金航线。

(来源:中国水运网)

## “一带一路”建设让希腊最大港口焕发活力

全球航运界的盛事波塞冬海事展每两年在希腊举行一次,选在希腊举行是对希腊航运大国地位的认可。在今年6月举行的2018年波塞冬海事展上,希腊最大港口比雷埃夫斯港(比港)成了希腊一张亮丽的名片。希腊总理齐普拉斯在开幕式上骄傲地说:“比港是希腊与国际伙伴合作的典范……300多家公司已入驻比港。”比港陆地面积272.5万平方米,岸线总长约24公里,是全球排名第36位的港口。中远海运集团2016年收购比雷埃夫斯港务局多数股权,正式成为整个比港的经营者。比港近年来的发展可以说是希腊和中国在“一带一路”框架内通力合作的结晶。

(来源:新华社)

## LNG罐式集装箱运输优势凸现

当前,伴随着LNG贸易市场的逐渐壮大,业内正竭尽全力尝试开拓不同方式的LNG物流模式,最具代表性的产品当数LNG罐式集装箱。非管输天然气供应模式(尤指LNG)因机动灵活、占地少、不依赖天然气管网,越来越受到全球市场的青睐。当前,伴随着LNG贸易市场的逐渐壮大,以物联网为基础的LNG运输市场亦正在迅猛发展。而为追求更加便捷、安全、经济,业内正竭尽全力尝试开拓不同方式的LNG物流模式,甚至打出多式联运“组合拳”,最具代表性的产品当数LNG罐式集装箱,及其带来的一系列物流模式创新。

(来源:航运交易公报)

## 广东深耕“自贸区”试验田 全面服务“一带一路”

“对参与‘一带一路’的企业来说,粤港澳的更全面合作,意味着更多元的投融资渠道、更开放的金融环境、更完善的服务体系以及更全面的法律保障,而广东自贸区‘先行先试’,也将为今后全国各自贸区参与‘一带一路’建设提供非常有借鉴意义的范本。”自“一带一路”倡议提出以来,拥有独特优势的粤港澳大湾区就肩负着携手探索、共同搭建“一带一路”服务平台、深度参与“一带一路”建设的重任。广东是改革开放的前沿和对外贸易的重要窗口,有参与“一带一路”建设的雄厚基础,而它三个自贸区更成为深度创新对接倡议的先行者;港澳则依托内地桥接世界,在把握“一带一路”机遇开拓新空间的同时,为“一带一路”建设贡献出自身独有的经验。

(来源:21世纪经济报道)

## 中国新接船舶订单量和手持订单量继续增长

2018年前7月,中国新接船舶订单量和手持订单量继续增长,重点监测企业工业总产值等主要经济指标同比降幅收窄。全国造船完工2181万DWT,同比下降26.8%;承接新船订单2404万DWT,同比增长81.6%。7月底,手持船舶订单8946万DWT,同比增长11.4%,较2017年年底增长2.6%。全国完工出口船舶2002万DWT,同比下降28.6%;承接出口船舶订单2149万DWT,同比增长80.6%。7月底,手持出口船舶订单8078万DWT,同比增长8.4%。出口船舶分别占全国造船完工量、新接订单量和手持订单量的91.8%、89.4%和90.3%。

(来源:中国航运交易公报)

## 厦门港着力建设国际枢纽港

厦门港作为东南沿海国际航运枢纽和现代航运服务中心,海上航线通达五洲。数据显示,厦门港与世界50个国家129个港口有直接往来,其中包括拥有北美、欧洲、中东、澳洲、红海、非洲、东南亚及东北亚等国际航线84条,“海上丝绸之路”航线53条。此外,全港建设生产性泊位达164个,其中万吨级以上75个,2017年集装箱吞吐量增长8%,突破千万标箱。

(来源:中国水运报)

## 香港大力拓展飞机邮轮市场 大湾区邮轮码头群已现雏形

近年来,亚洲邮轮市场得到蓬勃发展。其中,中国市场已成为众多邮轮公司竞相争夺的新目标。香港作为亚洲的国际大都会、东西方文化熔炉,拥有很多得天独厚的优势。香港是一个国际化的城市,在航空、陆路、海路方面的交通网络较为完善,除了香港本地市场以外,亦可以吸引海外以及中国内地旅游来香港乘坐邮轮出行。根据香港旅发局的统计数据,去年访港旅客有5847.2万人次,按年增长3.2%。他透露,去年香港的邮轮停泊次数为245次,乘客出入境人次超过90万。

(来源:21世纪经济报道)

## 全球第五大班轮公司赫伯罗特上半年净亏1亿欧元

上半年,赫伯罗特的运输量达到了584.8万TEU,同比上年同期的422.1万TEU增长了38.55%;平均运费为1020美元/TEU,同比上年同期的1065美元/TEU下降了4.23%。与此同时,上半年的燃油成本为385美元/吨,而上年同期则为312美元/吨,同比上涨了23.40%,实现净亏损为1亿欧元,同比上年同期的4270万欧元的亏损额进一步加大。赫伯罗特认为,上述业绩主要是由持续激烈的竞争和较高的经营成本所推动,部分由与阿拉伯轮船(UASC)的业务合并所产生的协同效应所弥补。

(来源:航运交易公报)

## 西北地区出口商品搭上中欧班列“顺风车”

中欧班列推动“一带一路”沿线国家互联互通,成为国际贸易的重要桥梁。近年来,我国充分发挥亚欧大陆铁路网络优势,不断提升中欧班列服务质量和运行品质,并着力协调资源,解决返程重载率不高的问题。四川自贸试验区在全国首创中欧班列集拼集运新模式,创新内陆和沿边地区的合作模式,成功探索出通过区域互动实现西北地区出口商品搭上中欧班列(蓉欧快铁)“顺风车”的新路径。测试结果显示,班列重载率提升,开行成本降低。

(来源:交通运输部)



## LANDMARK CONSTRUCTION REFORM AND OPENING UP MARCH OF YANTIAN PORT

# 地标建设 盐田港的改革开放进行曲

文/深圳特区报  
By: Shenzhen Special Zone Daily



8月17日上午8时，盐田国际码头新A间进闸通道正式投入使用。这标志着盐田港疏港交通基本实现了进出港交通与社会交通的分离，港区内拖车排队、港区外交通拥堵的状况一去不复返，港城协调发展由此翻开新的一页。

面对如今车水马龙、岸吊林立、百舸争流的场景，盐田港集团董事长童亚明久久伫立在码头边，海风阵阵，他感慨万千，“30多年前，这里还是一片荒凉的滩涂，如今它是全天候容纳当今世界最大集装箱船舶自由进出的深水良港。港区20个大型深水集装箱泊位，每周近百条航线通达世界各地，全球1.8万标箱以上船隻100%在盐田港挂靠。”

这沧海桑田般的变化是怎样发生在这里的？连日来记者在这里寻找着答案。

### 1985—1994年 书写精卫填海的当代神话

1985年，盐田——这个地处大鹏湾畔，偏僻、荒凉、寂静、封闭的小渔村做梦也没有想到，宁静的小渔村将永远成为过去。在改革开放的春风里，这里被高瞻远瞩的深圳市委、市政府选中建设一个新的港口。

这里是发展集装箱码头的理想地方，拥有可供兴建深水泊位的海岸线6.7公里，可供开发建设港口配套设施的后方陆域和港区面积17.96平方公里。深圳市委、市政府由此提出了在盐田建

At 8 a.m. of August 17, YICT's new Gatehouse A was officially put into operation. It indicates that the transportation of Yantian Port has basically separated the inbound and outbound traffic and the social traffic. The trailers in the port area do not need to line up anymore and the traffic congestion outside the port area are gone forever. A new page has been turned to in the coordinated development of port and city.

Watching today's busy container trailer traffic, numerous quay cranes and steady stream of mega-vessels coming in and out of the port, Tong Yaming, Chairman of Yantian Port Group, was filled with emotions at the quayside of the terminal with gusts of sea breeze, "more than 30 years ago, this place was still a desolated beach, but now it is a deep-water port that enables the world's largest container vessels to enter and exit freely around the clock. There are 20 large-scale deep-water container berths in the port area and nearly 100 routes per week reaching all over the world. 100% of the vessels with capacity above 18,000 TEUs in the world call at Yantian Port."

How did this great change happen here? The reporter has been searching for the answers here for days.

### 1985-1994, Writing the Contemporary Myth of the Mythical Bird Jingwei Trying to Fill up the Sea with Pebbles

In 1985, no one had ever thought that Yantian, once a remote, desolated, quiet and isolated small fishing village located by the Mirs Bay, would no longer be the same forever. In the spring breeze of reform and opening up, the far-sighted Shenzhen Municipal Party Committee and the Municipal Government selected this place to build a new port.

It was an ideal place to develop the container terminals, with a coastline of 6.7 km suitable for the construction of deep water berths and an area of 17.96 km<sup>2</sup> in the rear land and port areas suitable for the development and construction of port supporting facilities. For this reason, the Shenzhen Municipal Party Committee and the Municipal Government proposed the idea of building a world-class port in Yantian.

设世界级大港的设想。

一群满怀激情的创业者，来到山石嶙峋、荒无人烟的大鹏湾畔，憧憬在这里兴建东方大港；一批有志于港口建设的工程技术人员深入实地考察论证，开始了艰苦卓绝、顽强拼搏的创业历程；一队队建港施工队伍在大鹏湾畔九径口至正角咀6公里的海岸线上，开始书写一幕幕愚公移山、精卫填海的当代神话。从此，盐田港开发建设的壮丽乐章拉开了序幕。

1985年1月24日，深圳市人民政府批准成立了“深圳东鹏实业有限公司”，1994年更名为深圳盐田港集团有限公司，负责统一规划、建设、经营、管理盐田港区6公里海岸线及前方水域和后方陆域，承担建设盐田国际中转大港、港口配套服务和港口卫星城建设的任务。

1994年7月20日，盐田港区响起了嘹亮的汽笛，“世界船王”马士基阿尔基西拉斯号集装箱船首航盐田港，成为盐田港开港后迎接的第一艘船舶，也是盐田港开通的第一条国际航线。盐田港开港之后，不断实现着惊人的蝶变；众多世界知名船务公司开辟了100条航线；1998年盐田区成立，盐田港区的集装箱吞吐量正好突破100万标准箱。今年，恰逢改革开放40周年、盐田区建区20周年，盐田港区年均集装箱吞吐量已达1300万标箱。

### 抢抓机遇 盐田港迎来一次次腾飞

“从大处说，盐田港的发展得益于改革开放的大环境，从实际看，盐田港发展关键是抓住了一次又一次机遇。”深圳市港航与货运局副局长董燕萍对记者说。

童亚明说，与和记黄埔的合作是盐田港发展的关键一招。1993年10月5日，是盐田港发展史上一个重要的日子。深港两地瞩目的盐田国际集装箱码头签字仪式在北京钓鱼台国宾馆举行，盐田港集团和和记黄埔成立深圳盐田国际集装箱码头有限公司，合资经营盐田港一、二期工程。这是当时深圳特区建立以来最大的合资项目。1994年7月，从盐田国际出发的第一个集装箱，满载着美泰公司“泰迪熊”运往美国，从而开启了盐田集装箱码头的发展传奇。



▲ 1986年的大鹏湾

A group of passionate entrepreneurs came to the rocky and uninhabited place by the Mirs Bay looking forward to build a grand seaport here; a group of engineers and technicians who are interested in port construction carried out on-the-spot investigation and demonstration and started their arduous and hard-working entrepreneurship business; port construction teams began to write the contemporary myths of Yugong removing the mountains and the mythical bird jingwei trying to fill up the sea with pebbles along the 6-kilometer-long coastline from Jijunkou to Zhengjiejou of the Mirs Bay. Since then, the magnificent movement of the development and construction of Yantian Port commenced.

On January 24, 1985, Shenzhen Municipal People's Government approved the establishment of "Shenzhen Dongpeng Industrial Co., Ltd.". In 1994, it was renamed Shenzhen Yantian Port Group Co., Ltd., which was responsible for planning, constructing, operating and managing the 6-kilometer-long coastline, the harbor and the near-dock land areas of Yantian port area, as well as establishing Yantian as an international transshipment hub, and a port with well-developed supporting facilities and port satellite town.

On July 20, 1994, Yantian welcomed the first line-haul container vessel, the "Maersk Algeiras", "the world's biggest container vessel" of the time, thus officially commencing terminal operations. It was also the first international route calling at the port. Since its inception, the port has undergone amazing changes: 100 routes have been launched by world-renowned shipping companies; in 1998, Yantian District was established, and the container throughput of Yantian port area exceeded 1 million TEUs. This year coincides with the 40th anniversary of reform and opening up and the 20th anniversary of the establishment of the Yantian District, and the average annual container throughput of Yantian Port has reached 13 million TEUs.

### Seizing the Opportunity, Yantian Port Embraced One Take-Off after Another

"From a macro perspective, the development of Yantian Port has benefited from the macro environment of reform and opening up. From a practical point of view, the key to the development of Yantian Port is to seize one opportunity after another," Dong Yanping, Deputy Director of Shenzhen Port, Shipping and Freight Transportation Bureau told the reporter.

Tong Yaming said that cooperation with Hutchison Whampoa was the key to the development of Yantian Port. October 5, 1993 is an important day in the history of development of Yantian Port. The signing ceremony to establish YICT was held at Diaoyutai State Guesthouse in Beijing, where Yantian Port Group and Hutchison Whampoa set up YICT to jointly carry out the phase I and II projects of Yantian Port. This is the largest joint venture since the establishment of the Shenzhen Special Administrative Region. In July 1994, the first container full of Mattel's teddy bears from YICT was shipped to the America, thus starting the legend of development of YICT.

In 2004, Yantian Port Group embraced another important opportunity in its own

2004年,盐田港集团迎来自身发展中又一重要机遇,国务院批准了盐田港建设0.96平方公里的港区联动区。环球物流设施及服务供应的巨头美国普洛斯卡公司在这里建起了国际物流园,美国力义、嘉里物流等世界知名物流企业纷纷入驻。现在盐田港的后方陆域数百家与港口有关的企业在这里聚集,港城融合态势良好。

2005年,盐田国际集装箱码头扩建工程启动,深港合作进入了一个新的发展阶段,盐田港集团可持续发展战略得到进一步的深化;同年,盐田港区荣获全球最佳港口称号。

2007年,盐田港集装箱吞吐量突破1000万标箱,实现了盐田港发展历程中一个历史性的跨越。2013年1月8日,盐田港集装箱吞吐量累计达到一亿个标准箱,用18.5年创造了一项港口行业操作新纪录,再次实现了里程碑式的历史性跨越;2014年盐田港集团集装箱吞吐量升至1293万标箱,深圳港集装箱吞吐量也一举超越香港港,跃居全球第三。

### 牢记习近平嘱托,全力打造绿色港口

2008年,适逢中国迎来改革开放30周年,时任国家副主席的习近平视察盐田港。十年了,盐田港人一直记得这难忘的时刻。作为一名见证者,童亚明告诉记者,在盐田港区,习近平详细了解了集装箱运输流程、岸吊操作系统、智能监管系统等情况。习近平与大型岸吊司机话起了家常,了解他们的学历、工作等情况,肯定他们为港口发展做出的贡献,鼓励他们继续提高技术,比学赶超。习近平特别关注港口的环境治理,他仔细询问了港口的排放情况,强调港口的发展和运作不能以牺牲水质为代价。他亲切勉励盐田港人在绿色港口建设上走出一条新路。

码头舟楫云集,周边碧海蓝天,海雾凌空戏水。这是盐田港目前生态环境的生动写照。童亚明告诉记者,“我们没有辜负习近平同志的期望,基本做到了人与自然和谐相处,港口发展与生态保护相得益彰。”

深圳拖车协会负责人告诉记者,“在市民的印象中,港口是

development. The State Council approved the construction of a 0.96 km<sup>2</sup> district and port linkage zone in Yantian Port. American Prologis Company, a giant of global logistics facilities and services, established an international logistics park here, and the world-renowned logistics companies such as American's Liyu and Kerry Logistics also settled in. Today, hundreds of port-related companies are gathering in the near-dock area of Yantian Port, bringing about a good momentum of integration of port and city.

In 2005, the construction of expansion project of YICT was launched, demonstrating that Shenzhen-Hong Kong cooperation entered a new stage of development and Yantian Port Group's strategy of sustainable development was further deepened; in the same year, Yantian port area was named the "Best Global Container Port of the Year 2005-2006".

In 2007, the container throughput of Yantian Port exceeded 10 million TEUs, making a historic leap in the development of Yantian Port. On January 8, 2013, the container throughput of Yantian Port reached 100 million TEUs, creating a new record of operation in port industry in 18.5 years, which once again made a milestone historic leap; in 2014, the container throughput of Yantian Port Group rose to 12.93 million TEUs, and Shenzhen Port overtook Hong Kong Port in one fell swoop, ranking third in the world.

### Bearing in Mind Xi Jinping's Entrustment and Striving to Build a Green Port

In 2008, on the 30th anniversary of China's reform and opening up, Xi Jinping, then vice-chairman of the nation, visited Yantian Port. Ten years passed, the people of Yantian Port still bear in mind this unforgettable moment. As a witness, Tong Yaming told the reporter that Xi Jinping had got the details about the process of container transport, the crane operation systems and the intelligent monitoring system in Yantian port area. Xi Jinping had talked to the drivers of large shore cranes to learn about their educational backgrounds and jobs, acknowledged their contribution to port development and encouraged them to continue to improve their skills and catch up with their peers. Xi Jinping was particularly concerned about the port's environmental governance. He had carefully inquired about the port's emissions, stressing that the development and operation of the port must not be at the expense of water quality. He cordially encouraged the people of Yantian Port to embark on a new path in the construction of a green port.

The terminal is now crowded with vessels and surrounded by blue sea and sky, and the dolphins leap up into the air from the waters. This is a vivid portrayal of the current ecological environment of Yantian Port. Tong Yaming told the reporter: "We have lived up to the expectations of President Xi Jinping, and basically realized harmony between man and nature, with port development and ecological protection complementing each other."

The person in charge of the Shenzhen Trailer Association told the reporter, "In the

比较脏、乱的地方,其实不然,港口建设的初期确实比较脏乱,但是经过这么多年的努力,深圳的港口包括我们所在的盐田港,绿色港口建设取得极大的进步,港区也以一种崭新的姿态呈现在世人面前。”深圳港口协会负责人向记者表示,港口以前的龙门吊,岸桥等全部使用柴油作为能源,这对环境的会形成污染。经过几年的发展,现在盐田港区内拖车已逐渐由传统柴油车改造成LNG车,龙门吊也全部油改电,大大减少码头的碳排放,从而达到保护环境的目的。

盐田国际集装箱码头有关负责人吴志强认为,盐田港走的是一条绿色低碳的生态发展之路,多次获国际环境管理体系ISO14001认证。2015年起,盐田港就开始了岸基船舶供电系统工程项目的建设。先后建成了6套可移动式岸基船舶供电系统,覆盖13个大型深水泊位,可满足全球最大型集装箱船舶的用电需求,达到行业领先水平。这一项目获颁2017年度“中国水运建设行业协会科学技术奖”一等奖。

### 改革创新 书写新时代港口新篇

改革不停步,创新不止步。抚今追昔,童亚明认为,盐田港能从无到有,从小到大,从弱到强,关键就是坚持了改革和创新,“改革创新既是深圳的基因,也是盐田港的基因”。

如今的盐田港,立足深圳母港,在“一带一路”沿线,在“粤港澳大湾区”、“长江经济带”、“京津冀”等经济热点区域提前落子,实现了国内外全方位的港口布局。在国内,投资运营湖北黄石新港、惠州荃湾煤炭港、深汕特别合作区小漠国际物流港、河北曹妃甸港、海南海峡股份。在国外,大力拓展埃及及泰国等海外投资。其中,埃及亚历山大港已确定股权收购框架协议。“转型、升级、走出去”,是“十三五”期间,盐田港集团发展的新思路,童亚明表示,在盐田国际集装箱码头东港区建设现代化的全自动码头,通过“三业协同、内外布局、创新驱动、多元融合”,构建“大海港”战略体系。“十三五”期末,盐田港集团致力于构建形成布局合理、层次分明、河海兼顾、优势互补的“大海港”港口体系。

### 记者手记:港口行业的“南海明珠”

我与盐田港的缘分很深,记得第一次相见是1999年春节的时候。我奉命去采访春节坚守在盐田港二期工程的建设者。当我坐公交车来到盐田村,然后步行很久来到港口边时,发现这里依然有些荒凉。当时的盐田港只有1、2、3号泊位。二期工程的建设地还是一片砂砾,只有有几个工人在坚守工地。后来因为长期跑交通物流线的缘故,就与它结下了不解之缘,几乎每年都会到它那里看一看。一晃近20年过去,盐田港已经拂去了砂砾,成了举世闻名的港口,林立的岸吊、云集的大船、五颜六色的集装箱,还有港口后方陆域成片的高楼和园区,以及通宵明亮的灯火,这一切都昭示着盐田港的成长。它已经不是一座码头,而是世界最大的集装箱单体港;它已经不是一座码头,已经是一座现代化的港口城,是世界港口行业的“南海明珠”。走进新时代,迈步新征程,盐田港正在描绘它新的宏伟的江海蓝图,期待它祝福它!

public's impression, the port is somehow a dirty and messy place, but actually it is not. At the early stage of construction, it was indeed kind of messy, but after so many years of development, ports in Shenzhen, including our Yantian Port, have made great progress in the construction of green ports. The port area is also presented to the world with a new posture." The person in charge of Shenzhen Port Association told the reporter that the gantry cranes and shore bridges in the port used to use diesel fuel as energy, which would cause pollution to the environment. After several years of development, the trailers in Yantian Port have been gradually transformed from traditional diesel vehicles to LNG vehicles, and the energy for gantry cranes has also been changed from oil to electricity, which has greatly reduced the carbon emissions of the terminal and protected the environment.

According to Wu Zhiqiang, a department head of YICT, Yantian Port is taking a road of green and low-carbon ecological development and has been certified by ISO14001 for many times. Since 2015, Yantian Port has started the construction of shore power systems. Six sets of movable shore power supply systems have been built, covering 13 large deep-water berths, which are able to meet the electricity demand of the world's largest container vessels, a leading technology in the industry. The project has been awarded the first prize of "Science and Technology Award of China Waterborne Transport Construction Industry Association" in 2017.

### Reform and Innovation, Writing a New Chapter of Port in the New Era

Reform and Innovation never stop. Looking back on the past and the present, Tong Yaming believes that the key for Yantian Port to grow from nothing to something, from small scale to large scale and from weak to strong is to adhere to reform and innovation, "reform and innovation is not only a gene of Shenzhen, but also a gene of Yantian Port."

Today, Yantian Port, based on the mother ports of Shenzhen, has successfully completed its overall layout at home and abroad in the economic hot spots of the "Guangdong-Hong Kong-Macao Greater Bay Area", "Yangtze River Economic Belt", and "Beijing, Tianjin and Hebei" along the "Belt & Road". Domestically, it has invested in the operation of Hubei Huangshi New Port, Huizhou Quarwan Coal Port, Xiaomo International Logistics Port of Shenzhen Special Cooperation Zone, Hebei Caofeidian Port and Hainan Strait Shares. In foreign countries, it has vigorously expanded overseas investment such as Egypt and Thailand. Egypt Alexandria has confirmed the framework agreement of equity purchase. "Transition, upgrading and going out" is a new idea of development of Yantian Port Group during the 13th Five-Year Plan period. Tong Yaming said that a fully automatic modern terminal should be built in the East Port Area of Yantian, and a strategic system of "large seaport" should be established through "the coordination of three industries, internal and external layout, innovation-driven development and diversified integration". At the end of the 13th Five-Year Plan period, Yantian Port Group devoted itself to the construction of the "grand seaport" system with reasonable layout, clear hierarchy, consideration of both river and sea, and complementary advantages.

### Reporter's Notes: "Pearl of the South China Sea" in Port Industry

It was fate that brought me and Yantian Port together. I remember that my first encounter with it was in the Spring Festival in 1999, when I was entrusted to interview the builders of the phase II project of Yantian Port. When I took a bus to Yantian Village and walked a long way to the port, it was still a bit desolate. At that time, there were only berth No. 1, 2 and 3 in Yantian Port. The construction site of the phase II project was still a piece of gravel and only a few workers were working on the construction site. Later, as I often traveled along the traffic and logistics lines, I developed an indissoluble bond with it and almost came to visit it every year. 20 years has passed, Yantian Port is no longer a piece of gravel but become a world-renowned port with numerous shore cranes, great vessels, colorful containers, high-rise buildings and parks on the land behind the port, as well as bright lights all night long. All these have shown the growth of Yantian Port. It is no longer a terminal, but the world's largest container port; it is no longer a terminal, but a modern port city, a "Pearl of the South China Sea" in Port Industry. Entering a new era and embarking on a new journey, Yantian Port is drawing its new grand blueprint. We look forward to it and wish all goes well!



▲ 1987年12月14日,盐田港一期工程破土动工,中顾委常委王善道(左四)等领导为盐田港起步工程奠基

深耕临海经济圈，发力“大海港”体系 / FOCUS ON COASTAL ECONOMIC CIRCLES,  
ESTABLISH A "GRAND SEAPORT" SYSTEM.

# 盐田港集团：全力向 世界一流港口企业迈进

## YANTIAN PORT GROUP: STRIVING TO BECOME A WORLD-CLASS PORT ENTERPRISE

文/南方日报  
By/Nan Fang Daily

坐标：东经114° 15' 00"，北纬22° 34' 00"。

三十多年前，乘着改革开放东风，深圳大鹏湾畔传来开山炮响，在荒滩上拉开世界级大港的建设序幕。

三十三年间，这里巨轮云集，岸吊林立，数以亿计的集装箱从这里进入中国，又驶往世界，一个现代化的世界级大港奇迹般崛起。

港为城用，城因港兴。伴随着这片繁忙港区开放力度和建设强度不断加码，深圳这个中国改革开放的“窗口”与“试验田”，正日益成为一座生机勃勃的创新之城、筑梦之城、未来之城。

港口连接着过去，亦昭示着未来。

今年是特区成立38周年，盐田港集团也已33岁。借力“粤港澳大湾区”“一带一路”“长江经济带”“京津冀一体化”等国家战略的部署规划，以及前海深港现代服务业合作区的政策及区位优势，盐田港集团又将如何逐梦深蓝？

### 龙头引领：33年铸就世界级一流大港

1985年春天，盐田——这个地处大鹏湾畔，荒凉、静寂、封闭的小渔村，在中国改革开放涌动的春潮声中悄然苏醒。

这里有着可与当今世界任何国际大港相媲美的天然地理条件——大鹏湾海域达250平方公里，水深近14至21米，无泥沙淤积，无深海潜流，具有良好的避风条件。港区拥有可供兴建深水泊位的海岸线6.7公里，可供开发建设港口配套设施的后方陆域和港区面积17.96平方公里，是发展集装箱码头的理想之地。

作为国家重点规划建设项目，1985年1月24日，深圳市人民政府批准成立了“深圳东鹏实业有限公司”，1994年将其更名为

Location: 114°15' 00" E, 22° 34' 00" N.

More than 30 years ago, while China was vigorously implementing the reform and opening-up policy, the construction of a world-class port kicked off on the desolate beach of the Dapeng Bay, Shenzhen.

Since then, the past 33 years have witnessed numerous huge vessels gather at the port and countless busy container cranes work ashore. Billions of containers have been shipped to China and then around the world, contributing to the miraculous growth of a world-class modern port.

The port serves the city and the city feed on the port. With this thriving port becoming more open and better constructed, Shenzhen, the "window" and "pilot zone" of China's reform and opening-up, is developing into a city of innovation, aspiration and future.

Also, the port links the past and indicates the future.

This year marks the 38th anniversary of Shenzhen Special Economic Zone and the 33th anniversary of Yantian Port Group, with the national strategic plans for the Guangdong-Hong Kong-Macao Greater Bay Area, the Yangtze River Delta Economic Zone and the Beijing-Tianjin-Hebei Integration as well as the Belt and Road Initiative rolled out, how will Yantian Port make use of the Qianhai Shenzhen-Hong Kong Modern Service Industry Cooperation Zone's policy and geographic advantage to scale new heights?

### Take a lead: Building a world-class port in 33 years

In the spring of 1985, Yantian, a small desolate and tranquil fishing village on the beach of Dapeng Bay, was roused by the momentum of China's reform and opening up.

This village is endowed with natural geographical advantages on a par with all the international ports in the world. With maritime an area of 250 square kilometers and a water depth of 14 to 21 meters, Dapeng Bay has no sediment or deep-sea undercurrents. Vessels can take shelter from wind there. Moreover, the 6.7-kilometer coastal line for deep-water berths and 17.96-square-kilometre land for supporting facilities there make the area an ideal place for a container port.

Listing it as a key national program, Shenzhen Municipal Government approved the establishment of Shenzhen Dongpeng Industry Limited on January 24, 1985. In 1994, the company was renamed "Shenzhen Yantian Port Group". It provides a wide range

of services including the development and operation of ports and supporting facilities like warehousing, the development and management of on-dock rail, and the construction and operation of supporting facilities like tunnels and highways.

东方风来满眼春。

伴随改革的深入推进，珠三角地区以其毗邻港澳的独特区位优势，为盐田港的成长营造了良好的市场环境，带来了难得的发展机遇。盐田港抓住机遇，日夜拼搏，使港区及配套设备在短短几年内初步具备了对外开放的条件，并赢得了国际投资者的青睐。

1994年7月20日，盐田港区响起了嘹亮的汽笛，“世界船王”马士基·阿尔基·西拉斯号集装箱船首航盐田港，成为盐田港开港后迎接的第一艘船舶，也是盐田港开通的第一条国际航线。

1998年11月21日，装载6000个标箱的“科纳德马士基”首航盐田港，成为挂靠中国大陆港口的最大集装箱船。

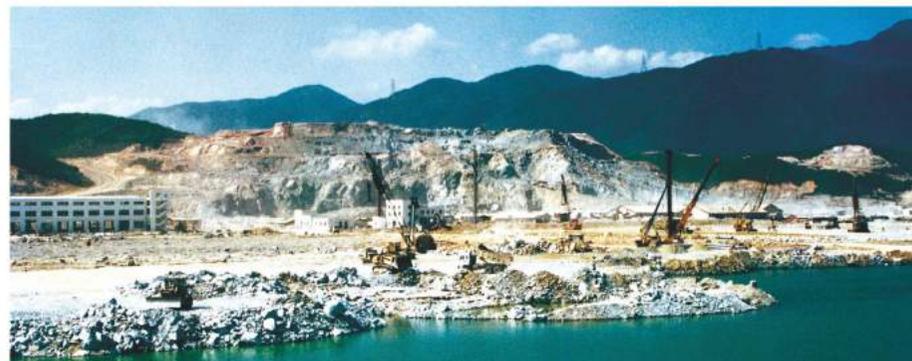
2012年11月15日，盐田港区迎来运载量达16000标箱的全球最大集装箱船“达飞鸟波罗”号。

2013年7月全球最大20万吨级、装载18000标准箱的“马士基·迈克·凯尼·穆勒”号首航盐田港，标志着盐田港成为全球最大集装箱船在华南地区唯一的挂靠港。

2014年1月24日，装载18000标准箱的全球最大集装箱船“美莉马士基”号和“美迪马士基”号同时停靠盐田港区。在同一码头同时停靠并操作两艘18000标准箱的超大型船舶在世界均属罕见。

2017年5月28日，可装载21413标箱的“东方香港”号在盐田港区靠泊。该船舶总长399.8米、型宽58.8米、型深32.5米、设计吃水14.5米，再次刷新靠港大船纪录。

至此，全球超过1万标箱的超大型船舶，几乎全部挂靠盐田港区，其密集的航线通达全球主要港口。凭借17.4米的天然深水条件、20个大型集装箱深水泊位，先进的码头设施和突出的操作能力，盐田港区已成为大型船舶化时代集装箱船舶的首选良港，奠定了盐田港全球知名大港地位。传统主业之外，盐田港集团还集中力量发展港口投资、综合物流业、港口配套服务、临港产业等业务版块，以产业协同再造港区发展新动能。



▲ 1989年盐田港一期工程建设场景

of services including the development and operation of ports and supporting facilities like warehousing, the development and management of on-dock rail, and the construction and operation of supporting facilities like tunnels and highways.

The reform and opening-up policy has brought Yantian Port Group many opportunities.

With the reform gathering momentum, the Pearl River Delta's (PRD) unique geographical advantages of adjoining Hong Kong and Macao helped to create good market conditions and uncommon development opportunities for Yantian Port. The Port seized these opportunities and made huge efforts. Few years later, the Port and its supporting facilities became eligible for opening to the foreign countries in general and won the attention of international investors.

On July 20th, 1994, Yantian Port heard a resonant hoeter sound and welcomed the "Maersk Algeciras", a vessel of the world's largest container shipping company. It was the first vessel berthed at the Port and the Port's first international shipping services.

On November 21, 1998, Maersk Conakry berthed at Yantian Port for the first time with 6,000 containers on-board and became the largest vessel that had ever called at a port of the Chinese mainland.

On November 15, 2012, Yantian Port celebrated the maiden call of the "CMA CGM Marco Polo", the world's largest containership with a carrying capacity of 16,000 TEU.

In July 2013, the world's largest 200,000-DWT container vessel, the 18,000-TEU Maersk McKinney Moller, made its inaugural call at Yantian Port. Yantian Port then became the only port in South China that can accommodate the largest container vessel in the world.

On January 24, 2014, Yantian Port received simultaneous calls from the 18,000-TEU Marie Maersk and Madisum Maersk, two of the world's largest container vessels, which is rare in the world.

On May 28, 2017, Yantian Port welcomed the call of the 21,413-TEU OOCL Hong Kong. It measures 399.8 metres long, 58.8 metres wide, and 32.5 metres high with a draught of 14.5 metres, replacing the Maersk McKinney Moller to be the largest vessel that had ever berthed at the Port.

So far, nearly all the 10,000-plus-TEU vessels have called at the Yantian Port, whose shipping services link to ports worldwide. With 20 deep-water container berths, advanced supporting facilities and outstanding operational capabilities, the 17.4-metre deep Yantian Port is now the preferred port-of-call for the container vessels in the age of mega-vessels, making it world famous. While focusing on its core services, Yantian Port Group is also committed to port investment, comprehensive logistics, supporting services and off-dock industries with a hope of adding a new driving force for the development of the Port.

## 放眼内外：全方位布局发力“大海港”体系

在实现经济效益增长的同时，盐田港集团还立足母港，放眼海内外，全方位进行港口布局，发力构建“大海港”体系。

国内方面，主动谋划、把握先机，在“粤港澳大湾区”“长江经济带”、“京津冀一体化”等经济热点区域提前布局。2017年11月惠州荃湾煤炭港一期主体全面建成迎来首船靠泊，将被打造成为粤东最大乃至华南重要的煤炭码头。在保障区域资源安全、推动深化对外能源合作方面发挥重要作用。在海管运输的基础上，即将建成全长2.72公里的疏港铁路，实现海铁联运。

全方位推进黄石新港建设，目前该港开通了近洋国际直航和固定始发班轮业务，贯通了铁水多式联运，2017年全年完成吞吐量722万吨，同比增长242%。实现营业收入7137万元，同比增长207%。完成新增5个泊位投资，加快合资建设黄石港危化品码头，推动建设长江中游地区领先的黄石新港现代物流园，将打造成为集散货、件杂、集装箱装卸为一体现代化综合性港口。

此外，小漠港项目也已完成了项目核准并进入填海施工阶段。为抢抓长江经济带发展机遇，泸州、泰州、南通、宜昌和马鞍山等长江沿线的港口项目正有序推进。按照黄石新港“一城一港一主体”的港口发展模式，盐田港集团在长江沿线以点带面、联动发展的新格局即将形成。

海外方面，为服务国家“一带一路”建设，盐田港集团稳妥推进海外港口项目投资，积极完成埃及亚历山大港等港口的立项工作，及时跟踪印尼产业园项目进展，踊跃参与众多沿线国家项目推介活动，广泛寻求海外投资机会。

其中，埃及亚历山大港股权项目已达成共识。盐田港集团与和记港口签署全球战略合作框架协议，就埃及亚历山大港股权转让达成一致意见，并积极谋求泰国、缅甸、柬埔寨和巴基斯坦等国家港口投资机会。

## 逐梦未来：向世界一流港口企业加速迈进

港口连接着过去，亦昭示着未来。

港口是世界所有临港城市不可再生的战略资源和核心竞争力。临港城市的每一次兴衰变迁都与港口的发展紧密相关，港口的升级转型，每每不露声色却又深远地影响着城市。

站在新起点，湾区经济的趋势、信息时代的挑战、产业变革的压力，使得互联经济时代的港口航运，已不再单纯是船舶码头、仓储物流的中转运输，大数据背景下的客户零库存物流周转方案正在成形；全系统信息平台上流动的数据元素从订货、仓位、提单、转运、仓储、加工实现了全供应链服务；临港工业的进出口循环在拉动箱量的同时带来丰厚利润；丰富的金融衍生品以及投融资渠道为中小微企业注入了发展的活力，这是未来智能港口的雏形，也是盐田港的不懈追求……

在深入学习贯彻党的十九大精神基础上，盐田港集团着力深化党建引领经营，以制度建设为重点，全面落实从严治党要求，积极发挥党委的领导作用，扎实推进基层党组织党建工作，以开阔的视野和前瞻的思维推动党的建设，提高各级党组织的政治引领力、推动发展力、改革创新力和凝聚保障力“四种能力”。

围绕发展成为具有全球竞争力的世界一流港口企业这个目

With a global view, seek for opportunities at home and abroad to establish a “Grand Seaport” System.

While working hard to achieve economic growth and focusing on the home port, Yantian Port Group also has a global view and made an all-round plan to establish a “Grand Seaport” System.

In China, the Group took the initiative and made preemptive arrangements in hot spot areas related to the national policy of Guangdong-Hong Kong-Macao Greater Bay Area, the Yangtze River Delta Economic Zone and the Beijing-Tianjin-Hebei Integration. In November 2017, the Phase I Project of Huizhou Quanwan Coal Port was completed and welcomed the first vessel to berth there. In the near future, Huizhou Quanwan Coal Port will be built as the largest coal port in East Guangdong or even South China and plays an important role in safeguarding the regional resources and strengthening foreign energy cooperation. With the existing seapipeline and a dock-rail measuring 2.72 kilometers that will be completed soon, the sea-rail intermodal transport at the Quanwan Port will soon be put into use.

Yantian Port Group also works hard to promote the construction of Huangshi New Port, which now provides direct shipping services to nearby countries and regular services starting from there. Having developed sea-rail intermodal transport, Huangshi New Port handled 7.22 million tons of cargoes and earned 71.37 million RMB in 2017, marking a 242% and 207% year-on-year growth respectively. Yantian Port Group also added investment for five new berths, sped up the joint construction of terminals for dangerous chemicals, and forged ahead the construction of an advanced modern logistics park of Huangshi New Port in the middle reach of Yangtze River. The Group will build Huangshi New Port into a modern comprehensive green port that handles bulk cargoes and containers.

Moreover, the Xiaomo International Logistics Port program has been approved and now in the process of land reclamation. To seize the opportunities in the Yangtze River Delta Economic Zone, Yantian Port Group has built ports in cities alongside the Yangtze River, including Luzhou, Taizhou, Nantong, Yichang and Ma'anshan. Following the “Huangshi Mode” of “one city, one port, one port operator”, the Group is about to form a new pattern of coordinated development along the Yangtze River.

On the other hand, Yantian Port Group kept investing in port programs abroad to contribute to the implementation of the “Belt and Road” Initiative. It actively set up the Alexandria Port program in Egypt and other programs, follow up the Indonesian industry park in time and take an active part in the promotion activities in countries along the Maritime Silk Road to seek for opportunities to invest abroad.

Among all these programs, consensus has been reached on the share allocation of the Egyptian Alexandria Port program. Yantian Port Group and Hutchison Ports have signed a global strategic cooperation framework agreement and reached consensus on the transfer of Egyptian Alexandria Port's shares. It is also vigorously pursuing opportunities to invest in Thailand, Burma, Cambodia and Pakistan.

Pursue more goals: work harder to become a world-class port enterprise

Ports link the past and indicate the future.

For all off-dock cities, ports are their nonrenewable strategic resources and core competitiveness. They are an closely connected with the rise and fall of these cities, and their transformation and upgrade significantly influence the cities.

At a new starting point, the port and shipping industry in the age of Internet economy is complicated by the economic trends at the Greater Bay Area, the challenges in the Information Era, and the pressure of industry transformation. The industry is no longer the simple management of berths, terminals, warehousing and logistics. In the backdrop of big data, the logistic scheme for zero inventory is taking form, and all the data on information platform like orders, shipping space, bill of lading, transfer, warehousing and manufacturing have been integrated into a supply chain. The off-dock industries' import and export not only add to the throughput of the ports but also yield large profits. Furthermore, numerous financial derivatives and investment and financing channels can give impetus to micro, small and medium-sized enterprises. All these comprise the prototype of the smart port in future, which is also Yantian Port's long-standing goal.

While studying and putting the guiding principles of 19th National Congress into practice, Yantian Port Group strives to strengthen the operation pattern established and led by the Communist Party of China. The Group gives priority to institutional construction and fully implement the requirements to strengthen Party discipline. By making full use of the party committee's leading role, the Group strives to promote the party building of the grass-root party organizations with an open view and forward-looking insights. In this way, the party organizations of all levels have their political leadership improved and become more capable of promoting development, reform, innovation and cohesion.

Focusing on the goal of becoming the most competitive port in the world, Yantian Port Group is committed to the port industry and has gained impetus by comprehensively



▲1992年11月11日，盐田港作为国家一类口岸对外开放，当日盐田港开港

标，盐田港集团以港口产业为依托，以全面深化改革为引擎，以重大项目建设为推动，稳步构建“大海港”体系，形成海河兼顾、布局合理、功能齐全、优势互补、现代化程度高的港口格局。

其中，国家馆模式得到了外界的高度认可，西班牙国家馆和斯洛文尼亚国家馆获得2017年度中央外贸发展专项资金奖励。为进一步延伸产业链条，形成规模效应，在斯洛文尼亚国家馆、西班牙国家馆的基础上，盐田港集团积极筹建泰国、“16+1”农产品（电商）物流中心与展示馆等项目。

大力建设以铁水联运为突破的腹地纵深运输模式。盐田港亚太——泛珠三角——欧洲国际集装箱多式联运、长江中游黄石新港铁水公联运等3个项目，经过层层选拔，成功入选国家第二批多式联运示范工程，均为所在省份唯一入选项目。下一步，该集团还将继续加大多式联运建设力度，重点关注惠州荃湾煤炭港、黄石新港水陆运输体系构建，缓解来自城市交通、土地供给和环境保护等方面的压力，促进港口可持续发展并沿线地区经济平衡发展。

深化信息技术创新，提升运营服务能力。物流公司搭建“互联网+智能化”仓储管理系统，首次将“军民”卫星定位技术运用到仓储物流，装卸效率提升了2.5倍，发货误差率显著降低。资讯公司顺利通过国家高新技术企业认证，获得国家级软件著作权10项，开发“互联网+港口综合信息服务系统”，打通供应链各环节信息屏障，有力提高进出口效率和服务品质，促进了国际贸易便利化。

与此同时，盐田港集团还加快培育一批在国际资源配置中能够逐步占据主导地位的领军企业，加快培育一批在全球行业发展中具有影响力的龙头企业。认真贯彻落实“十三五”规划，力争国有资产保值增值取得新突破。

deepening reform and completing major projects. It is steadily establishing the “Grand Seaport” System to achieve a reasonable and modern layout of fully-functional ports to balance and make full use of the rivers and ocean.

In particular, the national pavilions are highly recognized. The Spain National Pavilion and Republika Slovenija National Pavilion won the Special Fund for Development set by the Foreign Trade Department in 2017. To further extend the industry chain and gain scale effects, Yantian Port Group is setting up Thailand Pavilion and the “16+1” Agricultural Products (e-commerce) Logistics Center.

Yantian Port Group makes great efforts to build a sea-rail intermodal transport network to connect inland cities and overseas countries. Three programs including the Yantian Port Asia-Pacific-Pan Pearl River Delta-Europe International container intermodal transport program and the Huangshi New Port Intermodal Transport program are selected as China's second batch of pilot ports for intermodal transport and the only selected program in the corresponding province. In the future, Yantian Port Group will develop more intermodal transport programs and give priority to Huizhou Quanwan Coal Port and the intermodal transport at Huangshi New Port to relieve the pressure of urban traffic, land supply and environmental protection and promote the sustainable development of the ports and the balanced development of coastal regions.

Furthermore, Yantian Port Group vigorously strengthens innovation in information technology and offers better services. Its logistic companies have set up a “Internet+intelligent” warehousing management system and applied the “military-to-civilian” satellite-based positioning technology into the warehousing and logistics. The handling efficiency has increased by 2.5 times and the delivery error rate reduced significantly. Its consulting firm is recognized as China's High and New Technology Enterprise and owns ten national software copyrights. The firm also developed a “Internet+port information” service system to link all parts of the supply chain together, which helps to improve the efficiency of import and export and the services as well as facilitate the

In the meantime, Yantian Port Group is accelerating the development of some leading enterprises that will be able to take a dominant role in the allocation of resources worldwide and have influence on the development of the industry respectively. It will earnestly implement the 13th Five-Year Plan and make a breakthrough in the hedging and appreciation of the state-owned assets.

# YANTIAN PORT — IMPRINT OF REFORM AND OPENING UP

## 盐田港·改革开放印记

文/梁尹星  
By Liang Yinxing

梧桐山下，大鹏湾畔，东风风来满眼春。

四十年风起云涌，三十三年激情燃烧。开山炮响唤醒了沉睡的岸线，填海围堰搅动了深蓝的海洋，挥汗奋战见证了大港的崛起。

盐田港，伴随改革开放而生。从破土动工的那天起，盐田港人就带着“敢为天下先”印记，开启了艰苦卓绝的奋斗。三十三年后的盐田港，湖平岸阔，风正帆扬，国际航线华南昂首，集装箱船往来如织，货柜拖车穿梭不停，大鹏湾畔的国际大港蜚声中外。

### 一组组生动的数据展现了一流大港的实力：

1994年，盐田港开通第一条国际航线，第一艘远洋货轮马士基·阿尔基西拉斯号靠泊；

2000年，盐田港区吞吐量突破500万标箱；

2007年，盐田港区吞吐量超过1000万标箱；

2013年，盐田港区以最短时间创造行业新纪录——18年半累计吞吐量超一亿标箱；

2016年，盐田港获“亚洲最佳码头”大奖；

2017年，盐田港区吞吐量达1300万标箱。

On the coast of the Mirs Bay under the Wutong Mountain, the east wind blows, and the eyes are pleased by the scenery of spring.

There have been 40 years of ups and downs and 33 years of passionate endeavors. The blast from removing the mountain has awakened the sleeping shoreline and the cofferdams have stirred the deep blue ocean. The sweats have witnessed the rise of such a great port.

Yantian Port rode on the momentum of the reform and opening up. From the day of groundbreaking, people of Yantian Port started the arduous efforts with the imprint of "Daring to be the first in the world". 33 years later, Yantian Port has become a deep-water seaport with vast span of waterways, a calm harbor and advantageous terminal facilities. With the density of international services ranking top in South China, the port has seen steady flows of container vessels as well as tractor traffic coming in and out. Now it has gained a good reputation at home and abroad as a world-class port by the Mirs Bay.

The below data serve as the solid proof of the strength of the top-class port:

In 1994, Yantian Port welcomed the first line-haul container vessel, the "Maersk Algeiras", thus officially commencing terminal operations.

In 2000, Yantian Port handled its five million TEUs.

### 一个个难忘的瞬间满载着国家领导人的关怀：

2008年，习近平同志视察盐田港；

2009年，李克强同志视察盐田港；

1993年，江泽民同志在北京会见参加盐田港一、二期港口工程合资签字仪式的李嘉诚先生；

2003年，胡锦涛同志视察盐田港；

2004年，李鹏同志视察盐田港；

1997年，朱镕基同志视察盐田港；

2005年，温家宝同志视察盐田港。

盐田港的迅猛发展得益于改革开放的春风，得益于步履坚定的“拓荒牛”精神，得益于广阔的经济腹地和艰苦奋斗的盐田港人。产业因港而集聚，盐田因港而建区。建区20年来，盐田经济、社会迅速发展，产业结构不断优化，以港口物流为主导的现代产业体系日益壮大。

改革开放40周年，盐田港用沉甸甸的成绩单回馈拂面的春风，用国际一流大港的汽笛声发出自信的宣言：我们，是改革开放的先行者；我们，不忘初心、奋勇前行；我们，将继续发扬山填海的精神，为中国的港航业写下光辉灿烂的未来。

In 2007, the throughput of Yantian Port exceeded 10 million TEUs.

In 2013, Yantian Port handled its 100 millionths TEU, a record it achieved in a mere 18.5 years.

In 2016, Yantian Port was honored with the prestigious Ports & Terminals Award at the 2016 Seatrade Maritime Awards Asia.

In 2017, the throughput of Yantian Port reached 13 million TEUs.

Unforgettable moments filled with the supports from national leaders:

In 2008, Xi Jinping visited Yantian Port;

In 2009, Li Keqiang visited Yantian Port;

In 1993, Jiang Zemin met with Mr. Li Ka-shing in Beijing, who attended the signing ceremony of the joint venture of Yantian Port Phases I & II projects.

In 2003, Hu Jintao visited Yantian Port;

In 2004, Li Peng visited Yantian Port;

In 1997, Zhu Rongji visited Yantian Port;

In 2005, Wen Jiabao visited Yantian Port.

The rapid development of Yantian Port has benefited from the reform and opening up, from the spirit of "pioneering cattle", and from the broad economic hinterland and the painstaking efforts of people of Yantian. The port has brought about industrial agglomeration as well as the founding of Yantian District. Since its establishment 20 years ago, Yantian District has seen a rapid growth in its economy and society, a continuous optimization in its industrial structure, and an increasingly stronger modern industrial system led by port logistics.

On the 40th anniversary of the reform and opening up, Yantian Port has handed in an excellent track record. People of Yantian are able to declare with confidence: we are the forerunners of reform and opening up; we remain true to our original aspiration and power ahead; we will continue to carry forward the spirit of removing the mountains and filling the sea, and to create a glorious future of China's port and shipping industry.



# YANTIAN PORT: OPENING A NEW CHAPTER IN CHINA'S PORT AND SHIPPING SECTOR

## 盐田港:书写中国港航业“春天的故事”

——以33年光辉历程献礼改革开放40周年

文/ 何伟欢  
By He Weihuan

2000年二期工程3个泊位竣工验收,盐田港区大型集装箱专用泊位达5个



1996年的盐田港区

“ 1978年,南海一隅春潮涌动,改革开放的大幕徐徐拉开,谱写了国家与民族的壮丽史诗。

40年来,深圳作为改革开放的窗口和先锋,千千万万开拓者筚路蓝缕,创造了众多举世瞩目的“深圳速度”,从一个小渔村一步步发展成今日国际化大都市。

40年来,中华民族深化改革的步伐从未停止,十三亿多中华儿女众志成城,凝聚强大的中国力量,走出了波澜壮阔的中国道路,让神州大地奋勇崛起。

33年来,一代代盐田港人栉风沐雨,砥砺前行,成就了盐田港移山填海、大港崛起的辉煌历程,缔造了山海一色、百舸争流的“南方明珠”,在深圳这片沃土上书写了中国港航业“春天的故事”。

20年来,盐田区与盐田港集团相濡以沫,共谋发展,谱写了“以港兴区,区港联动,港区融合”的传世佳话,朝着“最美森林小镇”和“世界级山海花园”的目标高歌奋进。

壮哉,中国力量!

快哉,深圳速度!

大哉,盐田港!

美哉,盐田区!

” 伟大的时代造就伟大的企业;伟大的企业奏响时代的强音。盐田港从1985成立至今已走过了33个春秋,从最初的80万元起家,发展成为总资产近300亿元,参控股28家子公司,年度利润连续13年超过10亿元的国有大型港口产业集团。如果说,深圳的高速发展印证了中国改革开放四十年的成果;那么,盐田港过往的三十三年绝对是一幅大时代下中国港航业发展的注解式缩影。回望33年,我们看见一代代盐田港人薪火相传的身影;移山填海的壮丽,建港之初的艰辛,拓荒者的胆魄,创业者的激情以及再次创业者的奋进。他们共同映射了改革开放40周年的豪情壮举,更践行着大国崛起、民族复兴的强国之梦。

### 从沧海桑田到大港耸立:回首那段激情燃烧的岁月

1985年的春天,深圳市委市政府以高瞻远瞩的决策目光,审时度势,提出了在盐田建设世界级大港的设想。1985年1月24日,深圳市人民政府批准成立了“深圳东鹏实业有限公司”,1994年更名为深圳盐田港集团有限公司,负责统一规划、建设、经营、管理盐田港区6公里海岸线及前方水域和后方陆域,承担建设盐田国际中转大港、港口配套服务和港口卫星城建设的任务。

企业化建港在如今看来是非常正常的事情,但是在那个受计划经济影响深刻的年代,却是一件备受争议的决议。盐田港集团锐意改革,开拓创新,打破旧思维的束缚,开创了我国企业化建港的先河。自此,一群群满怀激情的创业者,来到偏僻静寂、山石嶙峋的大鹏湾畔,憧憬在这里兴建东方大港;一批批有志于港

1978 witnessed the beginning of reform and opening up in South China, which has written an epic for China and Chinese people ever since.

Over four decades, as a showcase and pioneer for reform and opening up, Shenzhen has created the world famous “Shenzhen Speed” with thousands of trailblazers’ effort and developed into an international metropolis from a small fishing village step by step.

Over four decades, China has never stopped deepening reform and 1.3 billion Chinese people has tied as one and united, achieving a magnificent Chinese road and a rising China.

Over the past 33 years, generations of Yantian Port people has braved the wind and the rain, and encouraged each other, accomplishing a glorious history of moving mountains and filling seas and building a mega port, creating a “Pearl of South China” with spectacular landscape and numerous vessels, opening a chapter in China’s port and shipping sector in Shenzhen.

Over two decades, Yantian District and Yantian Port Group has helped each other in difficult times and joined hands for development, writing the “Port-district Synergy” and striving to attain the goal of “the most beautiful forest town” and “world class city of mountains, seas and flowers”.

How strong China is!

How fast Shenzhen Speed is!

How large Yantian Port is!

How beautiful Yantian District is!

Great times make great companies. Great companies make a difference in times. Since its founding in 1985 with 800,000 yuan of assets, 33-year-old Yantian Port has developed into a large state-owned group with 30 billion yuan of total assets, 28 subsidiaries, and over 1 billion of annual profits for 13 consecutive years. If we say Shenzhen’s rapid development proves the achievements of China’s four decades of reform and opening up, then the 33 years of Yantian Port symbolized the development of China’s port and shipping sector in great times. Looking back on the past 33 years, we find generations of people of Yantian moving mountains and filling seas against the hardship during the construction of the port with the courage a pioneer, the passion of an entrepreneur and the effort of starting up business again. They reflected the great undertaking of 40-year-old reform and opening up, and practiced the dream of rising China and national rejuvenation.

Starting from scratch: looking back on those passionate old days

In the spring of 1985, the Shenzhen Municipal Committee of CPC and Shenzhen Government studied the situation and proposed to build a world class large port in Yantian with strategic vision. People’s Government of Shenzhen Municipality approved the establishment of Shenzhen Dongpeng Industrial Co., Ltd. on Jan 24 1985, which was renamed Shenzhen Yantian Port Group Co., Ltd. in 1994. It plans, constructs, operates and manages six-kilometer-long coastline, watery area and land area of Yantian Port, and undertakes the building of Yantian International Transshipment Port, port supporting service and port satellite city.

It is quite normal for a company to construct a port, but it was highly controversial at that time which was deeply influenced by planned economy. Yantian Port Group took the lead to reform and innovate, broke the bonds of old ways of thinking, and became the first company to build a port. Since then many enthusiastic entrepreneurs have come to the remote, quiet and rocky Mirs Bay, and strived to build a large port in the east. Numerous engineers and technicians who aspired to port construction have taken field study and verification, and begun the arduous and indelimitable entrepreneurial journey. A number of construction teams have written legend that faith can move mountains on the six-kilometer-long coastline from Fujingkou of Mirs Bay to Zhengjiaozui. Like thousands of constructors who came to Shenzhen, they left their hometowns, went through loneliness, drank muddy water, lived in iron houses, not afraid of hardships, and conquered many difficulties. They have a common name: pioneer.

One of the pioneers is Hou Butang, Chief engineer of Yantian Port Group then. He said, one of the features of the construction of Yantian Port is the high technical standards for terminals. Such as the carrying capacity and corrosion resistance of the hydraulic structure of the dock should be guaranteed for 50 years without major overhaul, and the wind resistance level should be raised to 70 meters per second,

口建设的工程技术人员深入实地考察论证，开始了艰苦卓绝、顽强拼搏的创业历程：一队建港施工队伍在大鹏湾畔九径口到正角咀六公里的海岸线上，书写了一幕幕愚公移山、精卫填海的当代神话。他们和千千万万来深建设者一样：背景高乡，甘受寂寞；喝过黄泥水，住过铁皮房；无畏艰辛，攻坚克难。他们有个共同的名字：拓荒牛。

其中一位拓荒牛是时任盐田港集团总工程师侯步堂。他介绍说，盐田港的建设有一个显著特点就是码头技术标准很高，如码头水工结构的承载力、抗腐蚀能力要保证50年不大修，抗风等级要提高至风速每秒70米等等，这在当时都超过国家的设计标准，在国际上也是少有的。

由于港区地质构造非常复杂，相关的水文资料又几乎是一片空白，这给现场施工带来了许多意想不到的困难。比如比如打桩工程，相邻的两根桩需求长度差距竟达10多米，一根桩可打下去30多米深，可是相邻的第二根桩却很难打进去。本来，港口地基就是清理完淤泥在填海而成的，可是在地基上进行后期施工时，又偏偏出现了不该有的淤泥！种种不可预料的难题，就像给项目工程设下了一道又一道拦路虎，现场施工团队通宵达旦地找资料、想办法、找专家，群策群力共同研究解决。其后有不少港口效法盐田港码头的建设经验，国家主管部门也适时地相应修正了有关这方面的标准和规范。

### 从艰辛起步到国际大港： 18.5年完成1亿集装箱吞吐量

改革开放伊始，深圳经济特区借着得天独厚的优势，迅速卸下了沟田渔村的外衣，从“三天一层楼”的“深圳速度”到“中华第一楼”的“深圳高度”，从金融实验的先鋒领地到百货齐备的购物天堂，边陲小城镇一步步走向了繁华大都市。而港航业的“深圳速度”则在盐田港体现得淋漓尽致。

由于港口建设资金投入巨大，盐田港人充分发挥“敢闯敢试、敢为人先”的特区精神，开辟了国内合资建港的先河，这在当时是难以想象的一件事情。盐田港人抓住机遇，日夜拼搏，使港区及配套设备在短短几年内初步具备了对外开放的条件，赢得了不少投资者的青睐。1993年10月5日，深港两地瞩目已久的盐田国际集装箱码头签字仪式在北京钓鱼台国宾馆举行，成立了深圳盐田国际集装箱码头有限公司，合资经营盐田港一、二期工程。这是当时深圳特区建立以来最大的合资项目。

1994年7月20日，盐田港区响起了嘹亮的汽笛，“世界船王”马士基·阿尔基·西拉斯号集装箱船首航盐田港，成为盐田港开港后迎接的第一艘船舶，也是盐田港开建的第一条国际航线。

1999年6月5日，运载着6600个标箱的“苏珊马士基”靠泊盐田港，成为挂靠中国大陆港口的全球最大集装箱船，证实了盐田港区国际一流的码头运作水准。

2013年1月8日，盐田港迎来第1亿个标准箱，用18.5年的时间创造了一项港口行业操作新纪录，再次实现了里程碑式的历史性跨越。

2014年1月24日，装载18000标准箱的全球最大集装箱船舶“美莉马士基”号和“美迪马士基”号同时停靠盐田港区，在同

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The geological structure of the port is very complex, and there is almost no related hydrological data, which brings many unexpected difficulties to the site construction. For example, the demand of length difference between two adjacent piles can be more than 10 meters in piling work. A pile can go more than 30 meters deep, but the pile next to it is very difficult to punch in. Port foundation is formed after the cleaning up of the silt and the reclamation of the sea, but in construction on the foundation, silt appears again which should not! A variety of unpredictable problems are like blocks after blocks. To solve the problems, construction team stayed up to find information, solutions, and experts, and worked together. Many ports have learnt from Yantian Port's construction experience later on. National authorities have duly revised related standards and norms.

### From the arduous start to international port: 100-million container throughput in 18.5 years

At the beginning of the reform and opening up, Shenzhen Special Economic Zone capitalized on its unique advantages and was quickly transformed from a fishing village. From Shenzhen Speed, "one floor in three days" to Shenzhen height, "the first building of China", from the pioneer of financial experiment to a shopping paradise with abundant commodities, a remote small town has become a shopping step by step. And Shenzhen Speed of port and shipping sector is fully demonstrated in Yantian Port.

As a result of huge investment in port construction, the people of Yantian Port developed the spirit of "starting to try and be the first", and built the first joint venture to build a port in China, which was difficult to imagine at that time. People of Yantian Port seized opportunities and worked day and night, enabling the port and supporting facilities to be ready for operation in just a few years, winning the favor of many investors. The signing ceremony to establish Yantian International Container Terminal was held in Diaoyutai State Guesthouse, Beijing on October 5, 1993. Yantian International Container Terminal Co., Ltd. was established to operate the Phases I & II of Yantian Port. It was the largest joint venture since the Shenzhen Special Economic Zone was established.

On July 20, 1994, YICT welcomed the first line-haul container vessel, the "Maersk Algeiras", King of Ships in the World, thus officially commencing terminal operations. It was also the first international service of Yantian Port.

"Susan Maersk" carrying 6,600 TEUs berthed at Yantian Port on June 5, 1999, becoming the world's largest container ship that call at ports of Mainland China, which verifies world-class terminal operation level of Yantian Port.

On January 8, 2013, Yantian Port handled its 100 millionth TEU, a record it achieved



▲2000年的盐田港区

一码头同时停靠并操作两艘18000标准箱的超大型船舶在世界均属罕见。

2014年12月13日，盐田港迎来目前全球最大运载量的集装箱船舶——“中海环球”号首航，可装载19100个标箱，充分显示了盐田港作为超大型船舶首选港和枢纽港的地位和实力。2014年，深圳港集装箱吞吐量一举超越香港港，跃居全球第三，而盐田港集团则占深圳港总吞吐量的半壁江山。

与数字的直线增长相得益彰的，是港口核心竞争力的日新月异。在这里，创新和科技始终主导港口发展的步伐；在这里，时间和效率是最核心的发展力量；在这里，悠悠船笛与海豚同频共舞；在这里，涌动年轻的气息和各种打拼的喜悦；在这里，弘扬着艰苦奋斗的劳模精神和精益求精的工匠精神...凭借17.4米的天然深水条件、16个大型集装箱深水泊位，先进的码头设施和突出的操作能力，盐田港区已成为大型船舶时代集装箱船舶的首选良港。如今，全球超过1.8万标箱的超大型船舶，100%挂靠盐田国际，其密集的航线通达全球主要港口，奠定了盐田港全球知名大港的地位。

### 从边陲小镇到山海花城： 打造“以港兴区、区港联动”的精彩样本

百舸争流、千帆竞发！盐田港的快速发展，一时间让原本偏僻、荒凉的边陲小镇繁荣了起来。上世纪九十年代，为了加快深圳特区东部发展，更好地为东部人民和盐田港发展服务，深圳市

in a mere 18.5 years. This is also another milestone of its miraculous growth story.

On January 24, 2014, Yantian Port received simultaneous calls from the 18,000-TEU "Marie Maersk" and "Madison Maersk", two of the world's largest container vessels. It is rare for 18,000-TEU super large ships to call and be operated at the same terminal at the same time.

The largest container ship in the world "CSCL Globe", capable of carrying 19,100 TEUs, made its inaugural call at Yantian Port on December 13, 2014, which fully demonstrated Yantian Port's status and strength as the preferred port-of-call and hub port for mega-vessels. In 2014, Shenzhen's container throughput surpassed that of Hong Kong and became the third largest port in the world, while Yantian Port Group's throughput accounted for half of Shenzhen Port's total.

What shines with the linear growth of numbers is the rapid development of the ports' competitiveness. Innovation and technology dominate the pace of port development here; here time and efficiency are the core development forces; here the whistles of ships dance with the dolphins. There is youth and the joy of working hard; there is fighting spirit and the craftsmanship. With 17.4 meters of natural water depth, 16 large deep-water container berths, advanced terminal facilities and outstanding operation capacity, Yantian Port has become the first choice for large container ships in the era of large ships. Nowadays, 100% of 18,000-TEU-and-above ultra-large ships all over the world call at YICT, and their services reach the major ports of the world, which has consolidated Yantian Port's status as a world-class port.

### From a remote small town to a city of mountains, seas and flowers: set a good example for "Port-District Synergy"

Hundreds of thousands of ships compete with each other, like many people strive to move forward. The rapid development of Yantian Port allowed the remote and desolate small town to flourish. In the 1990s, to boost the development of the east of Shenzhen and better serve the people in the east and the development of Yantian Port, Shenzhen Municipal Committee of CPC and Shenzhen Government applied to the State Council to set up Yantian District by separating Shatoujiao, Meisha and Yantian from Luohu District. On March 30, 1998, Yantian District was established, opening a new chapter in the history of Yantian and beginning a new era of port-



▲ 2002年5月24日,盐田港区在装卸“中远青岛”号集装箱时,处理了自开埠以来的第一个千万箱

委市政府向国务院申请,从罗湖区分出沙头角镇和梅沙、盐田两个街道,成立盐田区。1998年3月30日,盐田区正式挂牌成立,从此掀开了盐田历史新篇章,开启了盐田区港联动发展的新纪元。二十年栉风沐雨,二十年春华秋实,20年来,盐田人民夙兴夜寐、奋勇拼搏,用智慧和汗水谱写了催人奋进的壮丽篇章。

港口是世界所有临港城市不可再生的战略资源和核心竞争力。临港城市的每一次兴衰变迁都与港口的发展紧密相关,港口的升级转型,每每不露声色却又深远地影响着城市。2004年,国务院批准了盐田港建设0.96平方公里的区港联动范围。“区港联动”的税收、海关政策优势与港口全国第一的航运网络与码头操作效率相结合,极大推动了盐田港物流园区成为华南地区的全球采购配送中心和中转集装箱货物的集散地。与环球物流设施及服务供应的巨头美国普洛斯公司合建国际物流园,引进包括美国力又、嘉里物流等世界知名物流企业等,均促进了盐田港区后方物流业的快速发展。

2001年,盐坝高速建成通车;2008年7月,深盐二通道建成通车;2011年,老百姓翘首以盼的梧桐山隧道取消收费;2013年,盐田区成为华南地区首个国家水土保持生态文明区;2014年,盐田综合保税区获国务院批复;2017年,盐田区被评为全国平安建设先进区和全国首批国家生态文明建设示范区,建设全国首个国际生态安全港……这一系列的成就都是区港联动结出的硕果,成就了盐田区“富起来”“强起来”“美起来”的20年巨变。

如今的盐田,经济发展的规模、质量,效益显著增强,城区建设的宜居度、便利度、均衡度持续改善,人民生活的获得感、幸福感、安全感大幅提升,昔日的边陲小镇,正在迅速崛起为一座产业特色鲜明、经济颇具规模、社会安定祥和、居民安居乐业、生态环境优美的现代化国际化先进滨海城区……精彩依旧在持续,让我们期待港区融合发展带来的更大惊喜!

district synergy. We have experienced two decades of diligence and fruits since then. Over the two decades, Yantian people have worked day and night, and written a magnificent and inspiring chapter with their wisdom and sweat.

Ports are non-renewable strategic resources and core competitiveness for all port cities in the world. Every change of the city is closely related to the development of the port. The upgrading and transformation of the port always affects the city quietly but profoundly. In 2004, the State Council approved the construction of a 0.96-square-kilometer zone of district-port synergy in Yantian Port. The combination of tax and customs policies in the zone and the No.1 shipping network in China and the operational efficiency of the port greatly promoted the logistics park of Yantian Port to become a global purchase and distribution center and a distribution center for transshipment containers in South China. The cooperation with Global Logistics Properties, a global giant providing logistics facilities and services, to build an international logistics park and the introduction of world-famous logistics enterprises like American Llyou and Kerry Logistics have propelled the rapid development of logistics in Yantian Port.

2001 witnessed the opening of Yanba Highway. In July 2008, the Second Channel of Shenyang Highway was completed and operated. In 2011, the toll of the Wutong Mountain Tunnel was waived. Yantian District became the first National Ecological Civilization Zone for Soil and Water Conservation in south China in 2013. In 2014, Yantian Integrated Bonded Zone was approved by the State Council. In 2017, Yantian District was honored as the National Outstanding Zone for Safe Construction and one of the first National Demonstration Zones for Ecological Civilization Construction. These achievements are the fruits of district-port synergy which accomplished two decades of great changes in "enrichment," "power" and "beauty" in Yantian District.

Now in Yantian, we can see remarkable increase in economic development in scale, quality, and benefit, continuous improvement in livability, convenience and equilibrium of urban construction, sharp rise of people's sense of attainment, happiness and security. The former remote town is rapidly emerging as a modern international advanced coastal city with industrial characteristics, thriving economy, social stability, happy residents and sound ecological environment. The development continues. Let's look forward to greater surprises brought by district-port synergic development.

## 从转型升级走出去到大海港体系: 走出自信笃定的盐田港道路

继往开来,革故鼎新。一代人有一代人的使命,一代人有一代人的担当。新一代的盐田港人继承着善思健行,志存高远的文化基因,围绕转型、升级、走出去发展战略,积极构建“大海港”体系,立足深圳,放眼海内外,全方位进行港口布局,走出了一条自信笃定的盐田港道路。

在国内,盐田港集团主动谋划,把握先机,在“粤港澳大湾区”、“长江经济带”、“京津冀一体化”等经济热点区域提前布局;大铲湾、黄石、惠州、曹妃甸、深汕特别合作区、长江黄金水道……在海外,盐田港集团积极倡导国家“一带一路”建设,稳妥推进海外港口项目投资;埃及亚历山大港、马来西亚皇京港、印度尼西业产业园……一个个星星之火必将成燎原之势。

黄石新港“一城一港一主体”的发展模式,成为了盐田港集团依托上市公司——盐田港股份“走出去”战略的精彩样本,创造了“黄石速度”和“黄石模式”,现已初步建成集散货、件杂、集装箱装卸为一体的环保、智慧、综合性港区,成为长江沿线港口的“新标杆”,获得地方政府和监管部门的高度认可。

惠州荃湾港以环保高标准建设煤炭码头,成为国内煤炭码头建设的典范,将紧密链接打造华南最具影响力的煤炭交易平台,将成为国内北煤南运的重要通道。

港、产、城深度融合,综合物流、临港配套业联动发展,是盐田港经历了33年发展历程摸索出的经营之道。在深汕,小漠国际物流港将打造粤东地区最大的综合港区和综合性海港商贸区,助力深汕特别区打造“港产城”融合的现代海港产业新城。

以港建园、以园促港。盐田港集团积极参与自贸区、综合保税区的建设,大力构建海内外贸易高效合作与多赢格局。打造了以国家馆为载体的进口商品展示交易平台模式,先手成立了斯洛文尼亚、西班牙国家馆,积极推动中东欧16国、英国苏格兰、德国巴伐利亚州和泰国等国家馆筹建工作。

多式联运打通港区的“任督二脉”。盐田港集团大力建设以铁水联运为突破的腹地纵深运输模式。盐田港亚太泛珠三角欧洲国际集装箱多式联运、长江中游黄石新港铁水公联运等3个项目,成功入选国家第二批多式联运示范工程,均为所在省份唯一入选项目。

无畏西东,不惧未来。

今日的盐田港,在更高的起点上开启未来,愿盐田港人“不坠青云之志”,万众一心,撑起“深圳速度”的风帆,挺起“中国力量”脊梁,再创中国港航业奇迹。

From Transformation, Upgrade and Going Out to Grand Seaport System: Open A Road of Confidence

Keep going and reform. Every generation has its missions and responsibilities. The new generation of Yantian Port people inherits the cultural gene of good thinking and active actions with lofty aspirations. Centering on the development strategy of transformation, upgrade and going out, they actively established the Grand Seaport System. Based on Shenzhen with domestic and global visions, they made the port layout in an all-round way, and opened a road of confidence.

In China, Yantian Port Group took the initiative to plan and seized the opportunity to construct ports in economic zones like "Guangdong-Hong Kong-Macao Greater Bay Area", "Yangtze River Economic Belt" and "Beijing-Tianjin-Hebei Economic Zone", such as Dachun Bay, Huangshi, Huizhou Quanwan Port, Caofeidian, Shenshan Xiaomao Port, Luzhou Port, Taizhou Port, Nantong, Yichang, Malanshan and so on. Yantian Port Group also actively advocated the building of "the Belt and Road" and steadily promoted the investment of overseas port projects like Alexandria Port of Egypt, Huangjing Port of Malaysia, Indonesian Industrial Park and so on. Single sparks will set the prairie ablaze.

'One city, one port and one focus', Huangshi New Port's development mode, has set a good example for the "going out" strategy of Yantian Port Holdings, the listed company of Yantian Port Group. Huangshi New Port created 'Huangshi Speed', i.e., it took less than one year to operate from planning. It has been built into an eco-friendly, intelligent, and integrated port handling bulk cargoes, general cargoes and containers, becoming the 'new benchmark' among ports on the Yangtze River, gaining high recognition of local governments and regulators.

Huizhou Quanwan Port constructed coal terminals with high eco-friendly standards and became a model for domestic coal terminal construction. It will build a most influential coal transaction platform in South China and become a major corridor for coal in the North to be transported to the South.

The deep integration of port, industry and city, integrated logistics and the synergic development of the supporting industries are the ways of operation of Yantian Port after 33 years of development. In Shenshan, Xiaomao International Logistics Port will build the largest integrated port and integrated business zone in East Guangdong, and help Shenshan Special Zone to build a modern city with modern port industries new city featuring "port-industry-city" integration.

Ports build parks and parks promote ports. Yantian Port Group takes an active part in the construction of free trade zone and integrated bonded zone, and strives to achieve efficient cooperation and win-win for domestic and overseas trade. National pavilions have been built as a platform to exhibit and trade imported goods. Slovenia and Spain Pavilions have been established first, and efforts have been made to promote the preparation of the national pavilions of 16 Central and Eastern European countries, the United Kingdom, Scotland, Bavaria of Germany, and Thailand.

Multi-modal transport has significantly boosted the capacity and range of port services. Yantian Port Group has built diversified transport models with rail-water intermodal transport as a breakthrough. Three projects including Asia-Pacific - Pan-Pearl River Delta - Europe International Container Multimodal Transport and Huangshi New Port Intermodal Transport in the Middle Reaches of the Yangtze River have been chosen as national multi-modal transport demonstration projects, all of which are the only ones selected in their provinces.

Face the future without fear.

Today's Yantian Port paves for the future on a higher threshold. We Hope the people of Yantian Port can keep ambitious and united and hold up the sail of "Shenzhen Speed" With "China power" as the backbone, they are sure to make another miracle in China's port and shipping sector.



# 山海文化： 敢为天下先

## CULTURE OF THE MOUNTAINS AND THE SEA: DARING TO BE THE FIRST

文/梁尹星  
By Liang Yinxing

盐田港伴随改革开放而生。从艰苦创业开始，依山傍海的盐田港人形成并传承着独特的山海文化。山海文化成为了盐田港人的精神特质，成为了盐田港人开拓进取、奋勇拼搏的源生动力。这个文化的内核归纳起来就是：开山填海的气魄，敢为天下先的精神。

在盐田港集团党委的高度重视下，集团系统持续有力地打造“承接历史，承载使命”的企业文化；创新活动载体，发扬优良传统，融入社会主义核心价值观，结合山海文化优点，勇于创新、敢于尝试，在企业文化建设方面做出了自己的特色。

### “党建+企业文化”营造团结奋进氛围

作为深圳市属国企，盐田港集团高度重视党建工作，切实抓好党的建设，充分发挥党委的领导作用，全面落实“两个责任”制度，严抓党风廉政建设，把党的建设与打造盐田港“山海文化”有机结合起来，持续打造“党建+企业文化”的融合模式，以党建促进企业文化建设，大力营造团结和谐、奋勇拼搏的干事创业氛围，把企业文化建设作为促进企业发展的有效手段，促进和服务企业转型发展。

近年来，集团把“两学一做”专题学习教育活动作为党建和企业文化工作的主要抓手之一，通过加强基层党建工作，把“学”变为常态，将“做”落到实处，为集团中心工作提供了思想和队伍保障。与此同时，集团大力贯彻党的十九大精神，紧紧围绕集团改革、发展和稳定大局，严格落实全面从严治党责任，狠抓党组织建设和党员队伍建设，狠抓党组织建设和党员队伍建设，不断完善党建工作机制，建立健全党建工作责任制，制订了量化的考核指标和科学的考核制度，促使党建工作由“虚”变“实”。一方面，集团党委书记带头落实党建工作责任制，认真履行党建第一责任人的职责，在年初与市国资委签订党建责任书的基础上，与集团系统10个基层党组织书记分别签订《党建和精神文明建设责任书》，进一步明确了年度党建工作重点和考核指标，并创新性地把党建工作纳入集团二级企业经营业绩考核指标，督导基层党组织按要求做好党建工作，确保党建工作责任真正落到实处；另一方面，集团党委书记年底向市国资委委

Yantian port was born with the reform and opening up policy. From the hard time of entrepreneurship, people of Yantian port who live nearby the mountains and the sea have formed and inherited unique "Culture of the Mountains and the Sea". Culture of the mountains and the sea has become the spiritual characteristic of people of Yantian and the impetus for them to forge ahead courageously. The essence of this culture is: the spirit of hill excavating and offshore filling and daring to be the first.

Under the close attention of the CPC Party Committee of Yantian Port Group, the group has established the corporate culture of "Inheriting the history and undertaking the mission", innovated activity carriers, carried forward the fine traditions, integrated core values of socialism and formed its own features in corporate culture construction through being creative and daring to attempt.

### "Party building + corporate culture" creating united and progressive atmosphere

As a state-owned enterprise under Shenzhen Municipality, Yantian Port Group attaches great importance to Party building, through earnestly strengthening the Party construction, giving full play to the leadership role of Party committee, fully implementing the "two responsibilities" system, combining the Party's construction with the "Culture of the Mountains and the Sea" of Yantian Port organically, and continuously creating the "Party building + corporate culture" fusion mode, so as to promote the construction of enterprise culture by Party building, vigorously create a spirit of unity and harmony, courageously strive for the entrepreneurial atmosphere, make the enterprise culture construction as an effective method to promote enterprise development, as well as promote and serve the enterprise transformation and development.

In recent years, the group has put thematic learning activities of "studies on the theoretical and practical issues of Party building" as one of the main contents of Party construction and corporate culture development. Through strengthening grass-roots Party building work, "learning" has become the normal status, and "doing" is put into practice, which provides ideological and team guarantees for the group center work. At the same time, the group has vigorously implemented the spirit of 19th CPC National Congress, closely centered around the overall situation of group reform, development and stability, strictly undertaken the overall strict Party governance responsibility, paid close attention to Party building and Party members, constantly improved the Party construction work mechanism, as well as established and perfected Party building work responsibility system. The quantitative assessment index and the scientific examination system have also been formulated to turn Party building work from "virtual" to "real". On one hand, the Group Party committee secretary takes the lead in implementing the Party building responsibility system and conscientiously fulfilling the responsibilities of the first responsible person. Based on the Party building responsibility signed with municipal SASAC Party committee in the beginning of the year, the secretary signed Party Building and Spiritual Civilization Construction Responsibility with 10 grass-roots Party secretaries under the group system respectively to further clarify the annual Party

进行专项述职，并借鉴市国资委党委的经验做法，组织开展下属企业党组织书记述职考评活动，对各单位完成党建责任书的情况进行考核评分，促使党建重点工作任务得到有效落实。

### 绿色发展引领企业文化建设

绿色港口是未来港口发展的必然趋势。建设绿色港口要将“港口—人—自然”和谐相处的生态环境理念，渗透到港口建设发展的活动中，最大限度地提高港口经济活动的资源使用率，最大限度地减少港区对所处区域环境的负面影响，实现“环境优美，高效节能，清洁生产，综合利用”，进而全面提升社会、经济和环境的综合效益。盐田港集团坚持“创新、协调、绿色、开放、共享”发展理念，大力推进绿色港口建设，并以绿色发展引领企业文化建设，成绩斐然，继集团2014年获得市进步单位奖、2015年获得市优秀项目奖后，获得2016年度深圳市生态文明建设考核先进单位奖，连续第三年取得优异成绩，在中国绿色港口建设中走在了前列。2017年，持续九年的海洋增殖放流被评为“深圳市百佳市民满意项目”。

绿色发展已成为盐田港人的文化基因。盐田港集团将继续积极推动生态文明建设，努力打造“绿色港口”，完成好各项生态文明建设目标任务，加强对港口服务人员环保宣传教育，将绿色发展植根于每一位盐田港人的思想观念，以优良的成果向社会交出满意的答卷。

### 多彩文体活动传承山海文化

盐田港集团创新工作思路和活动载体，着力打造独具特色的“山海文化”，将“敢为天下先”的拓荒牛精神贯穿其中，积极践行社会主义核心价值观，通过丰富多彩的文体活动传承开山填海的“山海文化”。文体活动与“山海文化”的有机结合，深刻挖掘了盐田港集团的企业文化内涵，丰富了员工的工作生活，并发挥创新精神，在活动内容、活动形式等方面狠下功夫，与时俱进，将活动与新时代相结合，举办了許多喜闻乐见的文体活动，进一步提升了集团的凝聚力和影响力。

接下来，盐田港集团将进一步完善集团的企业文化体系建设，根据集团战略发展的需要，与时俱进地总结提炼集团的核心价值观和文化理念，培育和宣贯广大员工普遍认同的、具有集团特色的企业文化体系。同时，结合党的十九大精神，充分利用网络、杂志、简报等多种形式“广泛开展党建工作，围绕学习贯彻党的十九大精神开展具有网络特点的宣传报道，组织编写反映各级党员干部学习贯彻十九大精神的典型事迹和良好风貌，打造浓厚的学习氛围，营造团结和谐、积极进取的工作局面。

construction work focus and assessment indicators, innovatively integrate the Party construction work into the performance assessment indicators of group level-two enterprise managers, supervise grass-roots Party organizations to conduct good Party building work as required and ensure that the Party's work responsibility can really fall into reality. On the other hand, the group Party committee secretary gives special debriefing to the municipal SASAC Party committee at the end of the year, and learns from the experience and practice of the municipal Party committee to organize subordinate enterprise Party secretaries to carry out appraisal activities, to assess the completion status of the Party building responsibility of different departments and to promote the effective implementation of key tasks of Party construction.

### Utilizing green development to guide the cultural construction of the enterprise

Green port is the inevitable trend of future port development. To build a green port, the ecological environmental concept of "harmonious co-existence of human and nature" should be integrated into the activities of port construction and development to maximize the utilization rate of the port economic activities and minimize the negative influence on the regional environment, realizing "beautiful environment, energy saving, clean production and comprehensive utilization" and comprehensively improving the comprehensive benefits of society, economy and environment. Yantian Port Group adheres to the "innovative, coordinated, green, open and shared" development concept, vigorously promotes the green port construction, and utilizes green development to guide the enterprise culture construction successfully. Following the city's Progressive Unit Award in 2014 and Outstanding Project Award in 2015, the group won the 2016 annual Shenzhen Progressive Unit Award on Ecological Civilization Construction Assessment. Achieving outstanding results in three consecutive years, the group stands in the forefront of China's green port construction. In 2017, the fingering release activity, entering its 9th year, was named as "Shenzhen 100 Project with Citizens' Satisfaction".

Green development has become the cultural gene of People of Yantian Port. Yantian Port Group will continue to actively promote the construction of ecological civilization, strive to build a "green port" and complete the task of ecological civilization construction objectives, the environmental protection publicity and education of the port service personnel shall be strengthened to make the green development rooted in each Yantian person's mindset, with good results and satisfactory answers provided to the society.

### Inheriting Culture of the Mountains and the Sea through cultural and sport activities

Yantian Port Group has innovated working ideas and activities carrier, focused on creating a unique "Culture of the Mountains and the sea", carried out the pioneering spirit of "daring to be the first", actively practiced the socialist core values, and inherited the Culture of the Mountains and the Sea through a variety of cultural and sport activities. The organic combination of cultural activities and the "Culture of the Mountains and the Sea" has deeply excavated the connotation of the enterprise culture of Yantian Port Group and enriched the working life of employees. By exerting the spirit of innovation and making great efforts in the aspects of activity content and form, the group has kept pace with the times, combined activities with the new era and organized many popular sports activities to further enhance the group's cohesion and influence.

Next, Yantian Port Group will further improve the group's corporate culture according to the needs of the group's strategic development, come up with up-to-date core values of the group and cultural concepts, and cultivate and publicize the corporate culture recognized by staff with its own characteristics. At the same time, combined with the spirit of 19th CPC National Congress, the network, magazines and briefings shall be fully made use of to organize Party construction work extensively in different forms. Publicity report with network characteristics can be carried out centering on the spirit of 19th CPC National Congress and the typical deeds of studying and implementing the spirit by Party cadres at all levels can also be recorded and compiled to create a strong learning atmosphere and a united, harmonious and positive work situation.

# 新起点 畅想盐田港的美好明天

文/钟玉滨  
By Zhong Yubin



YANTIAN PORT A NEW  
STARTING POINT

古往今来，人类临海而居、向海而生、望海而兴。梦想似乎与海有不解之缘，或许一样的蓝“蓝”，或许同在远方，或许都需扬帆启航、破浪前行，才可抵达彼岸。蓝色情怀，不是因为细腻沙滩、海风逐浪、花沐阳光的惬意，而是来自这片海港的沧桑与厚重，这里寄托着海不扬波、通达世界的梦想。

## 看今朝

无巧不成书。十几年前，初出校门，第一份工作便结缘大海，入职赤湾港，第二份工作则在盐田港近十年，历经财务、经营和综合办公等多岗位锻炼，于我而言，除了辛勤工作和默默奉献之外，更多的是感恩和庆幸，感恩盐田港提供的机会和平台，使我能慢慢成长；庆幸在美好的青春年华里，与你相遇，与盐田港人同行，与盐田港人砥砺前行，从而使得这美好的青春岁月多姿多彩、热情似火。

三十多年来，盐田港秉持“和谐、创新、质量、环保”的发展理念，历经亚洲金融危机、美国次贷危机、欧洲金融危机的洗礼，合资经营25年，实现了港口及配套业务的快速发展，实现港口与城市的融合发展。

今天，盐田港已成为世界知名的集装箱枢纽港。每当谈及盐田港，每一位盐田港人的荣誉感和自豪感便会油然而生。

然而，她的强大，她的魅力，她的优势，许许多多，让人赞叹不已。

国际航线多，每周全球40家船公司，近100条国际远洋班轮航线，通达全球五大洲。

发展速度快，功能定位以远洋集装箱运输为主，兼顾近海和内支线、内贸运输的大型专业化集装箱港区，依托集装箱运输发展现代物流。仅仅18年，超越世界许多大港百年历程，成为深港港口项目合作的典范。盐田港在提升深圳市国际化城市功能，促进深圳市乃至华南腹地外向型经济发展发挥了重要作用。

业务规模大，集装箱吞吐量连续8年突破千万标箱，规模和效益位列世界单一港区前茅，远洋集装箱班轮密度全国第一。

靠泊能力强，天然的优良深水港湾，航道水深17.6米，全球1.8万标箱以上的超大型船舶100%前来挂靠。

操作效率高，配备岸吊85台，龙门吊240台，码头堆场可同时容纳40万个标准箱，闸口配置了76条进出港闸道，全年平均拖车流转时间32分钟以内。

集疏运体系好，疏港公路与市政公路实现了全立交，拥有完善的公路网络。高速公路四通八达，珠江三角洲地区货源两小时运抵港口，主干道向东对接惠盐高速公路、深惠高速公路、深汕高速公路以及盐坝高速公路，可直达惠州、汕尾、汕头等东部沿海城市；向西进入深圳市城区道路网，连接梅观高速、广深珠高速、机荷高速，可通达观澜、东莞，与广东省高速公路网交汇。全长24公里的平盐铁路将内陆经济腹地与港区直接连通，覆盖内地七省区，已开通盐田港至湖南、江西、重庆、四川、云南、湖北及广东省韶关和东莞常平的集装箱专列。开通香港捷运航线，开通驳船支线到惠州、小榄、中山、汕头等地，深入货源地、服务粤西和粤东。

Since times immemorial, human beings are in the habit of dwelling by the sea, making a living out of the sea and prospering through the sea. Dreams are always tightly bound to the sea, either because they share the same color blue or they all represent long distance that need to ride the wind and cleave the waves. I am in favor of the color blue, not because of the fine sand of the sea or the pleasure of watching the sea wind breaking the waves into flowers and the sun lighting up the sea, but because the harbor of Yantian Port is not only time-honored, it is also entrusted with the dream of a calm harbor and ideal port of call for the megavessels of the world.

## Knowing the Present

It seems that I am destined to bear some relationship with the sea. I came to Yantian Port some ten years ago as I left Chiwan Port where I did my first job after graduation from university. The year of 2018 is a great year, as it is not only the 40th anniversary of the adoption of the reform and opening-up policy and the 33th anniversary of the construction and operation of the Yantian Port, a port of the same age with me, it is also the 25th anniversary of its joint venture and the 20th anniversary of the establishment of Yantian District. Having gone through the Asian financial crisis, the subprime crisis of the US and the European Sovereign Debt Crisis, it has achieved fast development on the port services and other services related, and balanced development of both capacity and demand, city and port, as well as development and environment protection. Its development is harmonious, innovative and of good quality.

The present Yantian Port has already become a renowned container hub port in the whole world. As a worker of Yantian Port, I can't help to be highly honored to introduce it to the world. However, its greatness, glanzor and superiority are originated from the following items:

Abundant international shipping lines There are approximately 100 weekly international services every week provided by 40 global shipping companies.

Fast growth It achieved the same progress that many other ports made by almost a hundred years in only 18 and half years, becoming a model for harbor cooperation.

Great handling capacity. The container throughput exceeded the million TEUs for a consecutive of 8 years, ranking the first among the ports in the world. The density of ocean container liner ranks the first in China.

Excellent berthing capacity. The sound deep harbor has navigable passages of 17.6 meters depth, which attract very large carriers of 180, 000 TEUs from all over the world.

High operational efficiency. The yard of the port has house 400, 000 TEUs at the same time. The irrigation gate is equipped with 76 routes to go in and out of the port, controlling the yearly average circulation time of trailers within 32 minutes.

Well-developed port transportation network. The highway for port and city highways are all connected with flyovers, forming a complete highway network. As the highways extend in all directions, the goods of the Pearl River Delta Region can reach the port within 2 hours. The major highways are connected with Huizhou-Shenzhen Expressway, Shenzhen-Huizhou Expressway, Shenzhen-Shantou Expressway and Yantian-Bagang Expressway in the east, reaching such coastal cities as Huizhou and Shantou directly. In the west, the highways is connected with city roads of Shenzhen and can be connected with Meilin-Guanlan Expressway, Guangzhou-Shenzhen-Zhuhai Expressway and Shenzhen Airport-He'ao Expressway, joining with the Pearl River Delta Area and Guangdong provincial highway network. The 24 kilometers long Pinghu-Yantian Railway, covering 7 inland provinces, connects the inland hinterland with the port. Special container trains have been operated from Yantian Port to Hunan, Jiangxi, Chongqing, Sichuan, Yunnan, Hubei, Shaoguan city and Changjin District of Dongguan city in Guangdong. Transit to Hong Kong, branches of barges to Huizhou, Xiaolan, Zhongshan, Shantou and other areas are opened, arriving at places of origin and serving west Pearl River Region and East Guangdong area.

More importantly, Yantian Port is great because it is green and ecological. It is the first ecological port in the world. At present, Yantian Port has all changed the replacement of oil with electricity to drive gantry cranes, reducing the emission of carbon dioxide. The operated 198 electrical gantry cranes can save 80% of fuel cost per crane per time, reduce 95% of the emission of waste gases and lower noise from 110 decibels to 60 decibels; it has also finished the replacement of oil power source with hybrid power source, saving 30% to 50% of the fuel consumption and reducing over 50% of the emission of waste gas. The replacement of diesel with gas to drive trailers makes Yantian Port the first batch of ports that adopts LNG trailers. There-

还有她的环保理念，她的绿色生态环保。盐田港是第一个世界卫生港。盐田港在节能减排、清洁生产、污染防治等方面不断探索、积极实践，配备六套移动式岸电系统，成为国内岸电能力最强的码头；完成龙门吊“油改电”，减少二氧化碳排放量，投入使用198台电力驱动龙门吊，每台每吊次可节约燃油成本80%，减少废气排放95%，噪音从110分贝减少至60分贝；完成“油改混合动力”，平均节省柴油消耗30%至50%，减少废气排放50%以上；完成码头拖车“油改气”，是国内首家批量使用LNG拖车的码头，约有340台LNG拖车投入使用，与柴油拖车相比，使用清洁能源的LNG拖车可降低污染排放量约82%。

此外，还通过义务植树、人工海洋生态放流、污水处理、漂浮垃圾管理、海上溢油监测和反应系统等措施，加大海洋保护力度。凭借先进技术和严格管理，最大限度地保护水资源，使港口持续发展。

## 望明天

2018年，改革开放40周年，盐田港建港33周年，盐田区成立20周年。

站在新的历史起点，未来的盐田港应走一条集约、智能、绿色和低碳的港口发展之路。

集约化发展。在港口行业中，集装箱港区用地面积相对较少，附加值相对较高，可集中资本与资源，最大发挥其优势。纵观盐田港的发展历史，所取得的成就与集约使用资源、资本密切

are now 340 LNG trailers in use, which can reduce about 82% of the pollution emission compared with diesel-driven trailers. Moreover, such measures as artificial feeding, sewage treatment, management of floating refuse, construction of monitoring and reflecting system on offshore oil spill are taken to strengthen the protection of the ocean.

Advanced technologies and strict management can protect the water resources to the greatest extent and achieve sustainable development of the port.

### A better tomorrow

On the occasion of the 40th anniversary of the adoption of the reform and opening-up policy, Yantian Port, as a port benefit a lot from the policy of reform and opening up, is now standing at a new historic point of departure. It will tread on the road of intensive, intelligent, green and low carbon development in the future.

**Intensive Development** Situated in the developed Pearl River Delta Region, Yantian Port must seek for intensive development as the land cost is high and the natural land-based area is rare. Container transport is an industry of relatively small used land and high added value, which is conducive to concentrate capital and resources so as to give full play to all resources and capital. The achievement of Yantian Port has made it a model for intensive use of capital and the intensive development of port. It will keep this advantage and maintain the leadership in intensive development.

**Intelligent Development** Adoption of information technologies and intelligent development are the prior premise of upgrading port operational efficiency and maintain high quality services. As a special container port for export and import, the added information workload is very large. The yearly some 10 million TEUs of goods need the treatment of massive data information to make sure the normal operation of trailers, gantry cranes and fork lift trucks as well as the normal work of the whole port. To achieve this, the adoption of the most advanced intelligent technologies as well as expensive and powerful software and hardware systems is the only choice of port companies.

**Green and Low-carbon Development** Fast development of ports in China must be based on clean production and environment protection. The government has made great efforts to raise resources conservation and environment protection awareness, and strengthen industrial management responsibility over the past a few years. Environment protection has been included into the overall strategy planning of

相关，已更成为港口集约化发展的典范。今后，位于珠三角地区的盐田港，因土地资源成本高、天然陆域少，更要走集约化发展之路。

智能化发展。信息技术化和智能化有利于提升港口效率，保持高质量服务。每年千万标准箱带来海量数据信息，每天24小时港区拖车、龙门吊及叉车穿梭作业，盐田港要保持正常运作，必须采用最先进的智能技术、配备昂贵而强大的软硬件系统。盐田港东港区是深圳唯一可利用的深水港口资源，届时将建成深圳第一个全自动化集装箱码头。

绿色低碳发展。“绿水青山就是金山银山”。未来，盐田港基础设施更加低碳环保，不仅要改善工作环境，更要步入绿色可持续发展的道路。严格按照国家环保、水土保持、污染防治的政策和法律，盐田港在工程设计、施工、运营各阶段提高环保意识，明确建设、施工、监理各单位承担的环保责任，采取相应措施最大限度保护自然生态环境，防治污染，实现港口与生态文明的和谐发展。

蓝图绘就，方向已明，盐田港的转型升级驶入“快车道、高速公路”，努力打造成为世界级集装箱港区、国际级港口商贸物流区、海关特殊功能先行示范区及全国领先的海铁联运港区。

立足当下，展望未来。盐田港的发展，任重而道远，33年仅仅是一个里程碑、一个新的起点。让我们以崭新的姿态和持之以恒的创业激情，迎接新的挑战，让盐田港这颗南方明珠更加璀璨，更加绚丽和壮观。

transportation. Policies and laws related with environment protection, soil and water conservation, as well as pollution prevention and control are strictly enforced in the transportation and communication industry. Construction units of projects of ports are required to raise environment awareness during the processes of designing, constructing and operating. Environment protection responsibilities are defined to all construction units, contractors and supervision units, so as to take respective measures to protect the environment and prevent pollution to the greatest extent.

The following four important conditions should be reached to achieve the above-mentioned goal: first is to become a world-class top container port; second is to construct an internationally trading logistics area; third is to form a demonstration area of special functions of customs; fourth is to forge a leading sea-rail intermodal transport area in China.

The future of Yantian Port still bears heavy burden. Thirty-three years is a milestone but also a brand-new start. Let's rise to new challenges with new manners and enduring enthusiasm, making Yantian Port, the Pearl of South China, shining even brighter!



▲ 2005年的盐田港区

GREAT TIDE RISES FROM PEARL RIVER  
BRIGHT JEWEL SHINES IN SHENZHEN

大潮起珠江



明珠耀鹏城

文/陈瑾玉

By Chen Yunyu

这是一部艰苦卓绝的港口发展史；

这是一曲移山填海实现跨越的凯歌；

这是一首深港合作成功典范的诗篇；

这是一条跨越古今、通达四海的海上丝路；

这是一群百折不挠、越挫越奋的盐田港人……

梧桐山下、大鹏湾畔，苍翠的群山无言地见证了，和煦的海风轻轻地诉说着……，从艰难起步的“愚公移山、精卫填海”；到崛起发展的“转型升级、扬帆远航”，自二十世纪八十年代初期至今，乘着小平同志南巡，改革开放的春风，一代又一代盐田港人，凭籍远大的目光和理想的情怀，抓住建设深圳经济特区的重大契机，前赴后继，接力传承；以创业者、建设者的胆识和智慧，锐意改革，开拓创新，敢为天下先，一次又一次奋发图强，再铸辉煌！如今大鹏湾畔的国际大港，已经走过了三十三个不平凡的春秋岁月，盐田港人共同书写了一部史诗般壮丽，港口建设与发展的历史篇章……

回顾创业之初，企业举步维艰。1988年公司刚成立，盐田港处于筹建阶段，别说庞大的港口建设资金缺口了，最困难的时候，甚至连员工们的工资都几乎发不出（连属于公司固定资产的几台车都卖掉），现在说起来，人们都难以想象。在那段艰苦创业的日子，踏上盐田港这块热土，盐田港老一辈建设者们，那些公司从内地招聘来的老专家们，还有刚走出校门的大学生们，满怀创业者的雄心壮志，和对建设国际大港的激情与梦想，不畏大鹏湾畔的狂风巨浪、不惧荒滩上常年的日晒雨淋；夜以继日，奔忙在建设工地上、奋战在工作岗位上。为企业的生存和发展而谋虑、拼搏……老同志头上的白发、脸上的皱纹增加了；年轻人的皮肤被海风和烈日熏黑了，但心智却被磨练得更加坚毅成熟了。数不清的日日夜夜，没有办公楼，就在盐田租用当地单位的房子

This is an arduous history of port development.

This is a song of triumph which makes the leap.

This is a psalm of successful model of Shenzhen and Hong Kong cooperation.

This is a maritime silk road which goes beyond time and space.

This is a group of indomitable and strong-minded people of Yantian Port.

Under the Wutong Mountain and on the Mirs Bay, verdant hills witness mutely and genial sea breeze quietly tells...the story from a difficult start like "Yugong moves the mountains and Jingwei fills up the sea" to the rise of "transformation and upgrading and setting sail". Since the beginning of 1980s, riding on the spring breeze of southern tour of Mr. Deng Xiaoping and reform and opening up policy, people of Yantian have grasped the major opportunity of Shenzhen Special Economic Zone generation after generation with their great foresight and ideal emotion. With the courage and wisdom of pioneer and constructor, they reform with keen determination, blaze new trails in a pioneering spirit and dare to be the first to make a success with stamina and diligence. The current international port at The Mirs Bay has gone through 33 years of extraordinary development, and people of Yantian have all together written a magnificent epic of port development and construction history.

Looking back to the beginning of the business, the enterprise started up in a difficult situation. When the company was established in 1988, Yantian Port was at its preparation stage. At the most difficult time, the company cannot make the payroll met, not to mention big port construction financing gap (several cars that belong to the company's fixed assets were sold out), which is hard for people to imagine when talking about it nowadays. During the hard time of entrepreneurship, the old generation of Yantian constructors, experts recruited by companies from mainland and fresh graduates from universities, walked on the land of Yantian Port, rushed on the construction site and fought bravely on their positions with great ambition of entrepreneurs as well as passion and dream to construct the international port, never fearful of storming weather at the Mirs Bay or afraid of being exposed to the sun and rain for many years. Contemplating and struggling for the survival and development of the enterprise has made elder workers' hair turn white and wrinkle added; and the skin of young people was blackened by sea breeze and scorching sun, but their mind has become stronger and more mature. For countless days and nights, without office building, they rented rooms of local unit as temporary offices; without apartment, they rented local residents' houses to live; without staff canteen, they sometimes didn't have meals to eat, not even to mention frequent lack of electricity and hot water for showering...under these conditions, they still studied at night, being indifferent to fame and wealth and putting aside thoughts for far-away relatives...at the vital period of survival or extinction, all workers and staff united as one and strengthened their conviction. Leaders tried different ways to coordinate with superior departments like State Development Planning Commission and Ministry of Communications to apply for approval and relevant documents for first-stage start-up

做临时办公用房；没有宿舍栖身，就临时租住盐田当地居民的房子；没有职工食堂，有时连饭都吃不上，甚至常常停电，没有热水洗澡，仍秉烛夜谈，淡漠生活的艰苦和对远方亲人的思念……在企业危急存亡的紧要关头，公司全体人员上下同心，坚定信念。领导们想方设法，疏通、协调国家计委、交通部等上级各部门……申办港口一期起步工程的项目立项、批文，争取国家财政拨款、银团贷款和外资贷款，积极筹集港口的建设资金；员工们不畏艰苦、排除万难，走出去、引进来，做贸易搞实业，外引内联，多渠道融资……虽然经历了不少挫折、甚至失败，但是，经过多年的不懈努力，艰苦奋斗，先后取得了日元贷款项目、银团贷款，以及重大的战略投资项目——与香港“和黄”的合作，实现了盐田港经营发展战略意义上的重大转折和飞跃。不仅企业度过了危难之秋，更是盐田港建设发展史上的一个新的跨越，新的里程！从此，盐田港这条巨轮驶向了连通世界的五洲四海，扬帆远航！直至今日，发展成为一个拥有300多亿总资产，名扬海外的大型港口企业集团！此后，盐田港迎来了一波又一波建设管理、经营和发展的新高潮，大鹏湾畔、山海之间，开天辟地、打造国际大港。

那时的盐田，前面是海，后面是山，每修一条路，都要搬走几十万方山石，每填一块后方陆域堆场，就要挖掉一座大山。要在这样的自然条件下建设国际大港，其难度可想而知。盐田港的建设者们克服了重重困难，凭着一股勇气、一种执着、一种热情，和“坚韧、团结、务实、创新”的盐田港精神！那时的盐田从早到晚开山炮“炮声隆隆，惊天动地”；钻机、挖掘机吼声欢歌，泥头车首尾相接，绵延几公里，场景令人震撼！放眼望去，盐田港这片昔日的边陲荒滩，如今岸岸林立，货轮穿梭，汽笛常鸣，一片国际大港的繁忙景象……昔日的老领导、老专家们，为盐田港奉献了自己工作生涯的最后时光，操劳多年，有的已经退休，有的因病已经离开了我们；昔日刚毕业的大学生，意气风发的青年才俊，也把自己的青春年华和聪明才智奉献给了盐田港的建设事业，把自己辛勤的汗水和满腔的热忱，挥洒在了盐田港这片热土之上，如今也都步入了中年，却依然孜孜不倦地奋斗在自己的工作岗位上。难忘港口开山填海工程的“6·18”、后方市政配套建设的“7·51”（工程建设指挥部）、到后来掀起的“重燃激情”、“二次创业”浪潮，“鹰之重生、再铸辉煌”“大于300天”行动！规范工程管理，贯彻“精细严”理念，向管理要效益！，作为工程管理部门的员工，东港区#3、#4纳泥塘地基处理工程，就是我们亲历过的，工程建设管理创新（精细化管理）的一个实例：

project of the port, try to get more national fiscal allocation, syndicated and foreign loans, as well as raise fund for the port construction. Staff and workers were fearless of danger and got over all difficulties. They introduced investment from abroad, established domestic connections and carried out multi-channel financing, "bringing in and going out". Though experiencing many setbacks and failures, after years of unremitting efforts and hard work, they obtained in succession Japanese Yen loan project, syndicated loan and a major strategic investment project on cooperation with Hong Kong Hutchison Whampoa Limited, realizing the great shift and leap in the strategic sense of operation and development of Yantian Port. Not only has the company gone through the adversity period, but the construction of Yantian Port has ushered in a new step of development and started a new journey. Since then, Yantian Port has connected with the whole world and set sail to distant places. To this day, it has developed into a big port enterprise group with over 30 billion total assets, being famous at home and abroad. From then on, Yantian Port has welcomed waves of new tides for construction management, operation and development. On the side of the Mirs Bay and between seas and mountains, the international port has been building up resoundingly.

With sea in front and hills behind, to repair each road in Yantian at that time required hundreds of thousands of rocks to be moved, and to fill each rear land storage yard required a big mountain to be dug out. The difficulty can be imagined to build an international port under this kind of natural conditions. The constructors of Yantian Port have overcome all kinds of difficulties with their courage, persistence and passion, as well as "tenacity, solidarity, pragmatism and innovation" spirit of Yantian Port. At that time, cannon thundered with earth-shaking sound from morning till night in Yantian. Drilling rigs and excavators roared out loudly and dumping trucks linked end-to-end, stretching a few kilometers and forming a shocking scene! Looking around, the former wasteland of Yantian has turned into a prosperous international port with shore cranes standing, ships moving back and forth and sirens ringing out. Old leaders and experts of the past have devoted the last days of their working life to Yantian Port. After years of hard work, some of them have retired, and some of them left us because of sickness; The then graduated university students, with high spirit and full of vitality, also devoted their youth and talent to the construction undertakings of Yantian Port and shared their strength and sweat in the land of Yantian Port. Though entering middle age now, they still work diligently at their jobs from "6·18" hill excavating and offshore filling project of the port and "7·51" rear municipal supporting construction project (Engineering Construction Headquarters) to the later "rekindle the passion" and "second startup" tides, "rebirth of the eagle and remake great accomplishment" and "work hard for 3000 days" actions. Project management is regulated and "fine and delicate" concept is implemented to increase management efficiency and effect. As the staff of engineering management department, foundation treatment project of silt ponds at the east port area is a real case of engineering construction management innovation (delicacy management) that we have experienced:

Through a series of processes and measures, including laying bamboo and non-woven fabric, backfilling sand cushion, plugging plastic drainage board, installing drainage pipes, preloading and unloading heap load, dynamic site compaction, piling drains as well as dewatering and drainage, the foundation treatment project conducted heap compression curing treatment for silt with thickness up to 6-18 meters of, after 930 days, 320,000 square meters of yard land can be formed. In order to guarantee the completion of the project task with quality and quantity, the project management department has chosen experienced senior engineer as project manager for construction management, hired foundation treatment experts responsible for



▲2009年7月25日，盐田港区15#泊位投入生产试运行

该地基处理工程是通过采用铺设竹笆、铺设无纺布、回填砂垫层、插打塑料排水板、安装排水管、堆载料堆载预压及卸载、强夯、场地碾压平整、砌筑排水沟、降排水等一系列工艺和措施，对厚度达6~18米的淤泥进行堆载预压加固处理，930天后，即可形成32万平米的港口堆场用地。为保质保量完成好该项工程任务，工程管理部选配了施工管理经验丰富的高级工程师担任项目经理，聘请了地基处理专家负责技术把关，并配备了相应的现场工程师，组成了强有力的项目管理班子，此外，部门其它相关人员全力支持配合。项目开工后，即完成了东港区陆域形成施工方案研究和东港区3#、4#塘地基处理工程设计优化的重大工作。为将“精细严”的企业作风，落实到日常具体的管理工作中去，受集团建立六大管控体系的启发，工程管理部门积极探索管理创新，完成了建设单位三维动态工程管控体系的创建，其中工程安全管控和工程质量管控部分内容应用于3#、4#塘地基处理工程现场管理，边开发、边试用、边完善。为提高内部运作效率，实施扁平化管理新举措。借助部门碰头会制度，将部门的管理由原来垂直多层级管理变化为一层级扁平化管理，原先一人负责、多人层层把关、一级一级汇报请示改变为只需向碰头会汇报一次，按碰头会的决定执行即可。碰头会成为了部门内部信息交流的平台，实现了一层级的扁平化管理。同时，将整项工程项目的管理，由原先一人负责，多人配合，改变为由部门多人分担，各承担人单独完成，真正减轻一线项目经理的工作量，并且减少了汇报环节，大大提高了效率。此外，为提高内部管理水平，充分利用外部监督，主动邀请了YICT参与了该项目的管理。鉴于我司已与和黄签署了东港区的合作意向，经与YICT协商，YICT派出6名具有经验丰富的劳站人员，参与3#、4#塘地基处理工程的现场监督，另派出一名高级工程师参与我方每日碰头会、每周工程例会，以及问题处理和工程技术讨论会。YICT派出人员作为双方股东的代表，对施工和监理进行监督，日常管理纳入我方的统一安排。据此，加大了工程安全与质量的监控力度，促进了工程管理水平

的提高。

与此同时，还取得了几方面的工作成效：一、有效解决多年积累下来的混合料的处理难题。通过土石方的合理调配，消化利用了全港区600多万方废弃的土石混合料。二、缓解了建港用石料的严重短缺的矛盾。充分利用80多万方石料，满足了6#、7#塘围堰施工需要（不需要开采）。三、降低了工程造价。在确保工程质量标准不变的情况下，通过用含石量较高的废弃混合料代替优质石料，以及合理调整各项设计参数等系列措施，大幅降低了工程成本。据估算，可节约128万方石料供料成本，以及一标段、二标段的施工成本，合计约数千万元。四、提前形成可使用土地约100万平方米，为企业提供新的利润增长点。

忆往昔，峥嵘岁月稠！山海之间，开天辟地，创造人间奇迹。攻坚克难，破解难题。干一项工程，做一个精品！盐田港的建设发展历程中，有着不少催人奋进的感人故事……是什么使得盐田港的建设者们全身心的投入？是什么让他们无怨无悔？无论何时何地，面对任何艰难困苦，都万难不屈，坚韧不拔！因为，他们对盐田港这片土地爱得深沉！也深刻体现了他们对企业、对盐田港建设事业的忠诚度和责任感！

九十年代初，盐田港一期、二期工程建成投产，码头开港营运了，港口建设取得丰硕成果的同时，企业的经营管理也实现了战略性的转型升级，呈现了跨越性、可持续性的发展态势。盐田港经过三十多年的建设和发展，如今，盐田港不仅成为我国华南地区唯一的国际深水大港，一颗光彩夺目的“南方明珠”；且是全球单体吞吐量最大和效益最佳的集装箱码头（2017年海铁联运

technical checks, and equipped with the corresponding field engineers, forming a strong project management team. In addition, other relevant personnel of the department have given their full support to the project. After the project started, several main works were conducted, including the study on the construction scheme of the east port area and 3#, 4# pond foundation treatment engineering design optimization. In order to implement "fine and delicate" enterprise style into specific daily management work, inspired by establishment of six management and control systems of the group, the project management department actively explored management innovation and completed the creation of construction unit three-dimensional dynamic engineering control system, with engineering safety control and engineering quality control part of the content being applied to site management of 3#, 4# pond foundation treatment project. A new flat management initiative was also implemented to improve the efficiency of internal operations. With the department brief meeting system, the management of the department is changed from the original vertical multi-level management to the flat management of one level, and original one-person responsible system, checked by multi levels and reporting level by level, is changed into reporting only one time at brief meeting and execution according to brief meeting decisions. Brief meeting became a platform for information exchange within the department, realizing flat management of one level. At the same time, the management of the whole project was changed from the original one-person responsible system cooperated by many people to multi-person responsible system, requiring each individual stakeholder complete their own task to truly reduce the workload of the first-line project manager and reporting procedures to greatly improve the efficiency. Moreover, in order to improve internal management level and make full use of external supervision, YICT was actively invited to participate in the management of the project. In view of our company and Hong Kong Hutchison Whampoa Limited signed the east port area cooperation intention, after consultation with YICT, YICT dispatched 6 experienced site station personnel to participate in the site supervision of 3#, 4# pond foundation treatment project, and another senior engineer to participate in our daily brief meeting, weekly engineering meeting, as well as problem handling and technical seminar. YICT dispatched personnel as representatives of both shareholders to conduct construction and supervision, whose daily management was included in our unified arrangement. The supervision of engineering safety and quality has been increased accordingly to promote the level of engineering management.

At the same time, several aspects of working results were achieved: first, mixed material processing problems which have accumulated for many years were effectively solved. Through the rational blending of earth and rock, more than six million abandoned soil and stone mixture in the whole port area were digested and utilized. Second, the contradiction of serious stone shortage for port construction was alleviated. More than 800,000 square stones were fully used to meet the 6# and 7# cofferdams construction need (mining was not needed). Third, the project cost was reduced. In order to ensure the same engineering quality standard, the project cost is greatly reduced by replacing the high-quality stone with the waste mixture and adjusting the design parameters rationally. It is estimated that the cost of 1.28 million square stone materials can be saved, as well as the construction cost of first section and second section, totaling about tens of millions of yuan. Fourth, the can usable land of about one million square meters was formed for enterprises to provide new profit growth point.

In those eventful years, people have created miracles by overcoming difficulties and solving problems. Doing a project is like making a boutique! There are many inspiring stories during the construction and development process of Yantian Port... What made the builders of Yantian Port devote themselves wholeheartedly? What made them never regret it? No matter when and where they were, in face of any hardship, they never yielded to difficulties and always persevered in tenacious efforts! Because they love the land of Yantian Port deeply! It also embodies their loyalty and sense of responsibility to the business and the construction of Yantian Port.

In the early 90s, the first phase of Yantian Port and the second phase of the project were completed, and the port started operation. At the same time when port construction made successful development, the enterprise management also achieved a strategic transformation and upgrade, presenting a leap-forward and sustainable trend. Yantian Port, after more than 30 years of construction and development, has not only become the most important international deep-water port in southern China, a dazzling "Pearl of South China", but also is the container terminal with largest handling capacity as a port run by a single operator and best efficiency in the world (2017 sea-rail intermodal trade volume ranked first in the country). Currently, 20 call for mega-vessels. Each week, over 100 routes from about 40 shipping companies call at the port, being the densest port area of international routes in South China with foreign trade volume ranking the forefront among all national ports. The port has multimodal transport, including sea-railway, waterway and road-river transportation.

外贸箱量全国居首)。目前投入运营的集装箱泊位20个，是国内三个超大型干线轮轨普选港之一。集装箱泊位20个，国内超大型干线班轮普选港之一）每周有40多家船公司的100多条航线挂靠，是华南地区国际航线最密集的港区，外贸货量居全国港口前列。港区拥有海铁、水水、公水等多式联运，目前已开通14条海铁联运线路，一站到达7大省市“无水港”，自此始发的喀什班列直通中亚、南亚，中欧班列终至德国杜伊斯堡。

这些年获得的各种行业奖项（其中一部分），也充分显示出成绩斐然：

2008年，盐田港被世卫组织评为首批国际卫生港

2012年，盐田港股份荣获2011年度金牛最佳分红回报公司

2015年，盐田港区扩建工程荣获第十三届中国土木工程“詹天佑”奖

2016年，盐田港集团荣获“深圳质量百强企业”

2016年，盐田港荣获亚洲最佳码头

2017年，盐田国际、大铲湾码头岸电项目获交通运输部资金奖励

盐田港和大铲湾港，东西两翼齐飞；在粤东，惠州荃湾煤炭港、小漠国际物流港，争当深圳东进排头兵；湖北黄石新港、河北曹妃甸港，抢占国家战略发展要冲；埃及亚历山大港，连接亚非沟通全球。

移动互联网时代，盐田港集团以智慧运营主业，以智能完善服务，以智识创新业态。

创新、协调、绿色、开放、共享，盐田港集团把习近平总书记“建设绿色港口”的殷殷嘱托转化为可持续发展理念。从首家使用LNG拖车、龙门吊“油改电”、“油改混合动力”、码头拖车“油改气”到全国集装箱港口行业规模最大的移动岸电系统（最高8000千瓦的输出功率，覆盖5个大型深水泊位，国家交通运输部评出的7个岸电示范项目之一），从太阳能及污水处理、漂浮垃圾管理、海上溢油监测和反应系统到持续十年的海洋增殖放流（2017年，被评为“深圳市百佳市民满意项目”），盐田港集团在中国绿色港口建设中走在了前列。

围绕“大海港”愿景，盐田港集团把习近平新时代中国特色社会主义思想融入生产经营全过程，服务中心大局，进一步夯实港口主业，以投资运营为核心，通过“转型升级走出去”，实施创新驱动发展战略，打造横跨港口、物流、临港产业，具有广泛影响力的港口产业链集成服务商。

盐田港的成长就是改革开放的发展史，也是盐田区的发展史。此间，盐田港人开山填海、艰苦奋斗，将一片滩涂建设成了一流的国际大港，一路走来，我们和盐田港风雨同舟，个人的职业生涯，已经和企业的生存与发展、大港的前途和命运，息息相关、水乳交融！那些工作经历和成果，将在一生之中引以为自豪！那些大港崛起、动人故事，种种感受和启悟，也将永远铭刻在我们每一个盐田港人的心里！

谨以此文献给改革开放40周年，盐田区建区20周年、盐田港建港33周年！

Currently, it has opened 14 sea-rail intermodal lines, with one station reaching 7 major provinces and cities, "inland port". Kashgar line starting from here is connected to Central Asia, South Asia and Central Europe and finally enters Duisburg in Germany.

A variety of industry awards (to name a few) have been received over the years, which fully demonstrates the proven track record of the Group.

2017: The shore power projects of YICT, Dachawan Port were awarded financially by the Ministry of Transportation

2016: Yantian Port Group was honored as "Top 100 High-quality Enterprises of Shenzhen".

2016: Yantian Port was honored with the prestigious Ports & Terminals Award at the 2016 Sotrade Maritime Awards Asia

2015: Yantian Port Expansion Project won the 13th Tien-Yow Jerns Civil Engineering Prize

2012, Yantian Port Holdings was awarded Golden Owl Award for Listed Company with Highest Dividend Yield of China

2008, Yantian Port became one of the first ports in mainland China to be named as the "International Sanitary Port" by the World Health Organization.

Yantian Port and Dachawan Port grow together like two wings in east and west; in east Guangdong, Huizhou Quanwan Coal Port and Xianmo International Logistics Port contend for pioneer of Shenzhen eastward development strategy; Hubei Huangshi New Port and Hubei Caofeidian Port seize the strategic development of the country; and Alexandria port in Egypt connects Asia-African communication worldwide.

In the era of mobile interconnection, Yantian Port Group has operated its main business with intelligence and perfected its services with intellectual innovation.

Being innovative, coordinated, green, open and sharing, Yantian Port Group has turned the sincere exhortation of "green port construction" mentioned by President Xi Jinping into the concept of sustainable development. From the first use of LNG trailers, electrical and hybrid gantry cranes, LNG trailers to the industry's largest mobile shore power system among national container ports (up to 8,000-kilowatt output power, covering 5 large deep-water berths and being awarded as one of the seven shore power demonstration projects by the National Transportation Department), from solar and sewage treatment, floating waste management, offshore oil spill monitoring and reaction systems to nine years of fining release (named as "100 Public Satisfaction Project of Shenzhen" in 2017), Yantian Port Group walks in the forefront of China's green port construction.

With the vision of "Grand Seaport", Yantian Port Group will integrate the Xi Jinping Thought on Socialism with Chinese Characteristic for a new era into the whole process of production and operation, serve the overall situation, further consolidate the main port business, take the investment operation as the core, and carry out the innovation-driven development strategy through "transformation and upgrade". Moreover, the group will build a cross-port, logistics and port-centered industry with a wide range of influential port industry chain integration service providers.

The growth of Yantian Port is not only the success story of reform and opening up, but also the history of development of Yantian District. Here, people of Yantian Port spent their great efforts and worked hard to turn a wasteland into a first-class international port. Along the way, Yantian people stand together through thick and thin with Yantian Port. Their personal career is closely related to the survival and development of the enterprise in the future and fate of the port. These working experience and achievements will make them feel proud in the whole life. Those touching stories, feelings and enlightenment on the rise of the great port will always be in the hearts of people of Yantian!

I hereby dedicate this article to the 40th anniversary of reform and opening up, the 28th anniversary of Yantian District, and the 33rd anniversary of Yantian Port!



# 国际大港 YANTIAN LIVING THE DREAM

## 逐梦之旅

文/ 盐田国际 许红云  
By Yantian International Xu Hongyun



读着“今年是改革开放40周年、盐田区建区20周年、盐田港建港33周年。盐田港的成长就是改革开放的发展史，也是盐田区的发展史。在这段时间里，盐田港人开山填海、艰苦奋斗，将一片滩涂建设成了国际一流大港，其中大港的崛起、动人的故事，种种感受都藏在每个人的心里……”这段话，我的思绪像脱缰的野马，2018、1998、1993、1985、1978等等一个个年份就像一串串动人的音符在我脑海中流淌跳跃！我出生于70年代初，弹指40多年，一不留神就由学唱“我们坐在高高的谷堆旁边，听妈妈讲那过去的故事”的小红领中变成了故事里的妈妈，只不过高高的谷堆变成了高高的楼房，那过去的事情也由“旧社会遭受地主迫害吃不饱、穿不暖”变成了“走进新时代，幸福是奋斗出来的”欣慰与自豪……伴随着时代的乐章，请允许我有幸以见证者、参与者、或者更多时候是以坐在台下鼓掌者的身份，尝试以“遇见”、“坚守”、“感动”、“纪念日”来讲述我们的盐田—国际大港逐梦之旅……

### 遇见

1989年7月，我在机械地背诵“1978年十一届三中全会确定了中国实行改革开放政策”中如愿从偏僻落后的小县城考到北京读大学，1993年7月大学毕业后双向选择到改革开放的前沿阵地—深圳工作，同学们听说我能到深圳工作了都纷纷留言“听说你下海了……”好生羡慕的口吻！殊不知那时梧桐山隧道还没通车，从沙头角到盐田更是连条水泥公路都没有，刚走出大学校门对深圳无限憧憬的我从繁华的罗湖坐着公交车绕盘山公路几个小

"This year marks the 40th anniversary of reform and opening up, the 20th anniversary of the building of Yantian District and the 33rd anniversary of the building of Yantian Port. The growth of Yantian Port is a history of reform and opening up, and a history of the development of Yantian District. During this period, the people of Yantian Port made great efforts to remove mountains and fill the sea, turning a tidal flat into a world-class port. The rise of a big port, the moving stories, and all kinds of feelings have been hidden in everyone's heart. Reading this passage, a myriad of thoughts crowd into my mind. The year 2018, 1998, 1993, 1985 and 1978 are like a string of beautiful notes flowing through my mind! I was born in the early 1970s and now over 40 years have passed. I am no longer a kid wearing the little red scarf learning how to sing 'we are sitting next to the high grain heaps, listening to our mother telling stories about the past', but the mother in the story, only that the high grain heaps have turned into skyscrapers, and the stories about the past have also been changed from 'people were persecuted by the landlords in the old society and did not have enough to eat or wear' to the gratification and pride that 'people have entered into the new era, and happiness is something that requires effort'... With the movement of the times, please allow me to have the privilege to share how we pursue our dream of building a great Yantian-International port through 'encounter', 'persistence', 'touching moments' and 'anniversaries' as a witness, a participant, or, more often, an applauder sitting on the stage.

### Encounter

In July 1989, I mechanically recited that 'in 1978, the third Plenary session of the 11th CPC Central Committee confirmed that China would implement the policy of reform and opening up' for the college entrance exam, and got my wish to be enrolled by a university in Beijing from a small and backward village. After graduating from university in July 1993, I went to work in Shenzhen, the frontier position of reform and opening up, through bi-directional selection. Hearing that I was able to work in Shenzhen, my classmates left me message, saying that 'I heard that you are going into business.' How envious they were! I did not know that the Wutongshan Tunnel was not open to traffic back then and there was not even a cement road from Shatoujiao to Yantian. I, a newly graduate who came to Shenzhen with great hope, took a several-hour bus ride on the winding mountain highway to travel from the bustling Lousha to the seventh floor of the office building of the Shatoujiao government (formerly the

时到沙头角镇政府办公大楼七楼（原盐田港集团人事部办公地点）办完报到手续后，还得搭上破旧的中巴车从沙头角到盐田菜市场五楼（公司临时租的现场建设指挥部兼宿舍）落脚时，一路上坑坑洼洼的路面，尘土飞扬直往车里灌，心疼新买的浅粉色职业装被弄脏同时挡不住楼下菜市场腥臭的味道阵阵入鼻，当年20出头的我心里是多么的无助和失望！可以说我和盐田港的遇见一点都不浪漫，不美好……

正是这一年10月，和记黄埔港口与东鹏公司（盐田港集团前身）在钓鱼台国宾馆签订了成立盐田国际集装箱码头有限公司的合资合同，1994年7月盐田国际码头正式开港运作，这是中国第一家外资控股的港口企业，万事开头难，1994年刚刚开港的码头仅做了1.3万标箱，听现场员工讲当时空空的码头堆场里踢球都摔碎有余！

### 坚守

面对盐田国际开港当年的惨淡经营，第一任董事总经理带领的管理团队为全体员工描绘了“将盐田国际建设成为世界级的集装箱码头，即在产量、经济贡献、服务以及人才发展上达到世界级水平”的盐田梦！公司从“找米下锅”开始艰难起步，经过7年的苦苦开拓和坚守，2001年开始，盐田国际迎来了高速发展的黄金时间，2004年盐田国际已经成长为一个年吞吐量达六百万标箱的港口，用短短10年时间，实现了荒滩涂到世界大港的转变，这离不开移山填海、穿山铺路、两代盐田港人不懈努力和坚守，成就了荒滩靠泊巨轮、航线聚集、货如轮转的盐田梦。成长的路上不可能一帆风顺，年轻的码头在迎来生机勃勃的景象同时，客户需求急剧上升与泊位不足，人手紧缺与新人业务技术不到位的矛盾，让盐田国际在挑战与拼搏中前行，克服一个又一个困难，攀登一座又一座高峰！2007年公司吞吐量首次突破1000万标箱！那段艰苦奋斗、激情成就事业的岁月当每位亲历、坚守的盐田国际人谈起时都充满了骄傲和自豪。听说当年我们的领路人唱得最多的一首歌是徐小凤的《顺流 逆流》：

不知道在那天边会有尽头  
只知道逝去光阴不会再回头  
每一串泪珠每一个梦想  
不知不觉全溜走  
不意在这圈中转到这年头  
只感到在这圈中经过顺逆流  
每颗冷眼看光共每声友善苦笑  
默默一一尝透

几多艰苦当天我默默接受  
几多辛酸也未放手



▲2009年11月23日，盐田国际集装箱码头年深装卸新仪式在新建码头3号泊位举行

office of the Personnel Department of Yantian Port Group). After completing the registration procedure, I had to catch a dilapidated medium bus to the fifth floor of Yantian Wet Market (the temporary site construction headquarters and dormitory of the company from Shatoujiao). The road was so bumpy and the dust flew straight into the car. I was worried that my new light pink business suit would get dirty, and I had no way to stop the stinky smell of the market downstairs from entering my nose. I was only in my early 20th back then and how helpless and disappointed I was in my heart! It can be said that my encounter with Yantian Port was not romantic or wonderful at all...

It was in October of that year that Hutchison Whampoo Port and Dongpeng Company (predecessor of Yantian Port Group) signed a joint venture contract for the establishment of YICT in Diaoyutai State Guesthouse. In July 1994, YICT officially opened its terminal for operation and became the very first foreign-controlled port company in China. All things are difficult before they are easy. In 1994, the terminal only completed 13,000 TEUs, and according to the staff at the scene, the dock yard was so empty that there was even enough room to play football!

### Persistence

In the face of the bleak situation of YICT in the very first year of operation, the management team led by the first managing director depicted a dream of "building YICT into a world-class container terminal with world-class output, economic contribution, service and talent development". The company strove hard to survive and had a difficult start, but after seven years of hard work and persistence, YICT embraced its prime time for rapid development. In 2004, YICT grew into terminal with an annual throughput of 6 million TEUs. In a short period of 10 years, it transformed into a large terminal in the world from a barren beach, which would not be possible were it not for the relocation of mountains and sea, the paving of mountain roads, and the unremitting efforts and persistence of the two generations of Yantian people and the two sides of China and Hongkong. All these have helped to make the Yantian dream of berthing giant ship, aggregating routes and transporting numerous goods on a barren beach come true. It is unlikely to make a plain sailing on the road of growth. While the young terminal was enjoying a vibrant development, the contradiction between the sharp increase in customer demand and the shortage of berths, as well as the shortage of manpower and new business technologies emerged. YICT had to advance in the challenge and struggle, overcome one difficulty after another, and climb one peak after another! In 2007, the company's throughput exceeded 10 million TEUs for the first time! Every YICT staff who have experienced and been persistent in those years will be full of pride when they talk about their hard work and passion for the career in those years. I heard that one of the songs that our pioneers sang the most was Xu Xiaofeng's "Flows and Counter-flows".

几多艰苦当天我默默接受

几多辛酸也未放手

故意挑剔今天我不在乎

只跟心中意愿去走

不相信未作牺牲竟先可拥有

只相信是靠双手找到我欲求

每一串汗水换每一个成就

从来得失我睇透

I don't know if there will be an end in the sky  
I only know that last time will never come again  
Every tear has been shed for a dream  
all slipping away without knowing it  
Inadvertently, I have come to this age in this circle  
only feeling that I have been through flows and the counter-flows in this circle  
Every cold look and every friendly smile  
I have been tasted

How many hard days I have accepted silently  
However difficult I have never let go  
I don't care if someone is deliberately finding faults with me today  
I will only follow my heart  
I don't believe that I can have something wonderful without any sacrifice  
I only believe that I can gain what I desire by my own efforts  
Every sweat is shed to exchange an achievement  
I can handle both lost and gains.

## 感动

近期看了《朗读者》中有一位中国肝胆外科之父——吴孟超老医生，今年96岁了还每周坚持三台手术，当今中国肝胆外科的中坚力量，百分之八十是他的学生、学生的学生和第三代、第四代学生。他早已到了安享晚年之时，在旁人在乎“晚节”“过天的年纪，他只认“人命关天”，他说“名誉算什么，我不过就是一个吴孟超，救治病人是我的天职！”看到这里好多人都感动落泪，仿佛让我们看到了悬壶济世的华佗！

习近平总书记讲话中指出“人民有信仰，民族有希望，国家有力量，实现中华民族伟大复兴的中国梦，物质财富要极大丰富，精神财富也要极大丰富！祖国是人民最坚实的依靠，英雄是民族最闪亮的坐标，歌唱祖国、礼赞英雄从来都是文艺创作的永恒主题。”吴孟超老先生是中华民族的英雄！这也是我们的国家精神！

除了电视里、各种新闻媒体中看到听到的很多令人感动的大人物和可歌可泣的事迹外，这里我想跟大家分享融入盐田国际大家庭中的点滴感动，或许是一个人、一句话、一个偶遇、一项活动……

2003年5月，经历了国企改革阵痛的我们作为三期合资项目之一加入盐田国际大家庭，那时的职位是文员，适逢那年非典爆发，全国、深圳乃至公司上下都严阵以待，人心惶惶。有一天我去行政楼送文件，进电梯时只有我一个人，随后进来一位穿着商务套装、个子不是很高的长者，我还没有看清他的面孔，就听到友善磁性的声音“你好”。我弱弱地点头回了一句“您好”，后来才知道他就是备受员工爱戴、平易近人的盐田国际首任董事总经理！

曾记得，在公司管理层倡导和员工的切身体会和感受中所形成的盐田国际7个核心价值观“尊重、信任、包容、开放、负责任、团队、创新”和54条核心价值观的具体行为，通过54张补充牌配以生动贴切的动画形式，让每一位员工是那么的印象深刻、朗朗上口和有认同感……

曾记得，公司十周年纪念活动中，有位才女写了一篇《我把青春献给你》，讲述了盐田国际人在早期创业阶段共患难、共成长的点点滴滴让颇多同事感动和引起共鸣……

曾记得，公司PFI流程创新工程集思广益地向全体员工征集口号，最终当选的那句口号“创新，从思想开始，用行动继续”是多么的贴切、有内涵和启发性！正所谓创业难，守业更难！创

Recently in Reader, I learned a story about Dr. Lang Mengchao, who is the father of Chinese liver surgery. He is 96 years old now and still insists on performing three surgeries every week. Today, 80% of the backbone of Chinese hepatobiliary surgery is his students, his students' students, his grand students or his great-grand students. He had already reached his old age, while other people care about having a good time in their old age, he only care about "saving life". He said, "What is so important about reputation? I am just Wu Mengchao. It is my duty to save the sick!" Watching this, a lot of people were moved to tears. To us, he was just like Hua Tuo, who practiced medicine to help the public!

President Xi Jinping pointed out in his speech that "the people should have faith, the nation should have hope, and the country should have power. To realize the Chinese dream of great rejuvenation of the Chinese nation, we should have been rich in both material and spirit! The motherland is the most solid support of the people, and heroes are the most shining coordinates of the nation. Singing songs for the motherland and praising the heroes have been an eternal theme of literary creation." Dr. Wu Mengchao is a hero of the Chinese nation! This is also our national spirit!

In addition to the touching stories and fascinating deeds about big shots from TV and various news media, I would like to share with you some of the touch moments of our family of YICT. It might be a person, a word, an encounter, or an activity.

In May 2003, as one of the three joint venture projects, we joined the YICT Family after the pain of restructuring the state-owned enterprises. At that time, I was an office clerk and SARS broke out that year. The whole country, Shenzhen and even the company were on the alert and were panic. One day I went to the administrative building to deliver the documents. There was only me when I entered the elevator, then an elder wearing a business suit with a medium height also came in. Before I got to see his face clearly, I heard a friendly and attractive voice saying "hello", so I slightly nodded my head and said "Hello". It was later that I learned that he was the very first managing director of YICT, who has been easy-going and favored by the employees!

I remember YICT's seven core values of "respect, trust, tolerance, openness, responsibility, teamwork, innovation" and 54 core values that were formed in the advocacy of company managers and employee experience and feelings. They had been printed on 54 cards with vivid cartoons. Every employee was impressed and fully recognized the catchy values.

I remember that in the company's 10th anniversary commemorative activities, a talented lady wrote an article entitled I Dedicate my Youth to You, in which, the story about how people in YICT faced difficulties and grew together in the early years of entrepreneurship has touched and aroused empathy in many colleagues.

I remember that the company pooled ideas and collected slogans from all employees for its PFI process innovation project. The slogan "Innovation starts from an idea and continues in action" is so appropriate, profound and enlightening! Just as the saying goes, it's hard to start a business, but it's even hard to keep it! The vigorous promotion of the innovation culture has enabled YICT to continuously learn to speak with data, learn to improve continuously, and cultivate innovative spirit of pursuing excellency!

## Touching Moments

新文化的大力推广，让盐田国际人不断学习用数据说话，学会持续改善，培养精益求精的创新精神！

曾记得，我处在“君不见黄河之水天上来，奔流到海不复回。君不见高堂明镜悲白发，朝如青丝暮成雪”的焦虑心态下递交辞职申请时，时任上司的上司可能抽出时间找我聊，他当时说的那几句话“开心是一天，不开心也是一天，人生不如意十有八九，但只要你愿意想，每天开心的事肯定有！我们每天睁开眼睛能选择的就我今天要开心还是我要不开心……”可能他都没意识到，他的这几句话让当年纠结的我仿佛醍醐灌顶，停止抱怨，并对心窗，以更加开放、阳光心态努力工作，用心经营婚姻和家庭，水到渠成地收获了属于自己的幸福人生！

曾记得，公司以员工为本举办的“coffee or tea ? you and me”茶叙会，让各部门总经理系上围裙作服务生，为自己的下属同事们提供美味茶点和优质服务的场面是多么地让基层员工们感动和其乐融融！

曾记得，公司自2005年以来持续每年为云南大海南村希望小学举办深圳夏令营活动，为希望小学的孩子打开了扇走出大山，走向世界的窗口。一年又一年，不一样的姓名，不一样的面孔，但收获的是一样的纯真笑容，一样的感动感恩！

## 纪念日

很喜欢某段关于纪念日的描述，“纪念日是值得被铭记的日子，它可能会深刻地留在我们个人的脑海里，也可能被载入人类发展的史册，而无论是一个小小的愿望达成，还是能够改变千万人的命运，一个纪念日的背后，往往是无数个日子的蓄势待发。”

伴随着中国经济改革开放和华南经济的繁荣发展，盐田国际迅速崛起为世界最大、最先进的集装箱码头之一，并成为全球超大型集装箱船舶首选港，从成立至今仅二十五年的时间，经历世界经济的起起伏伏，但凭借天然深水优势、良好的政策环境、广阔的视野和卓越的服务，已获得业界的信任和肯定，在深圳这片热土，创造出世界港口发展史上的一个奇迹。今天的盐田国际已拥有很多璀璨生群、数不胜数的纪念日和荣誉：2007年5月25日盐田国际工会正式成立，标志着盐田国际劳动关系翻开了崭新的一页！2013年1月，盐田国际以最短时间创造行业新纪录—18年半累计吞吐量超一亿标箱；2014年4月盐田国际被中华全国总工会授予“全国五一劳动奖状”的殊荣！2015年1月28日，盐田国际累计吞吐量达到123,456,789标箱；2015-2016年盐田国际工会先后荣获了“全国模范职工之家”“广东省基层工会工作红旗单位”“广东省五一劳动奖状”等荣誉称号。2016年7月盐田国际荣获“亚洲最佳码头”大奖；继2007年吞吐量首次突破1000万标箱后，2010至2016年，盐田国际年吞吐量稳步攀升，已连续七年突破1000万标箱，2017年再创辉煌，突破1200万标箱，稳居世界单体集装箱码头首位……这是公司党政工团队带领全体员工团结一心，努力拼搏谱写出来的壮丽诗篇！

2018年11月16日，盐田国际将迎来25周岁纪念日。新时代！新使命！新征程！继往开来的领路人，已经为我们吹响“不忘初心，快乐续航”的号角，让我们共同祝福我们的盐田港，明天会更好！

I remember how I submitted my resignation application with an anxiety that "Don't you see the Yellow River peeling from heaven, rushing to the sea and never returns? Don't you see the hair reflected in the mirror young and dark at dawn, but grey and snowy at sunset?" My leader's manager had spared time to talk to me and told me that "The day will pass whether you are happy or unhappy. Unhappy things occupy 80-90% of our life, but as long as you are willing, you could definitely think of some happy things in your everyday life! What we can do every day when we get up is to choose to stay happy or stay unhappy..." Maybe he didn't realize that his words had untangled my confusions, and from then on, I stopped complaining. I started to open my heart, and work, manage my marriage and family with a more open and optimistic attitude. I have harvested my own happy life naturally!

I remember that the company has hosted an employee-oriented "coffee or tea? you and me" seminar, in which the general managers of each department were aprons and served as waiters, providing delicious snacks and excellent services for their subordinates. What a touching and happy scene for the grassroots employees!

I remember that since 2005, the company has been holding the Shenzhen Summer Camp for Hope Primary School in Shaheuan, Yunnan, annually, opening a window for the children of Hope Primary School to walk out of the mountains and see the world. Year after year, we see different names and different faces, but with the same pure smile, the same touched feelings and gratitude!

## Anniversaries

I really like a description about anniversary "Anniversaries are days worth remembering. They may be borne deeply in our mind, or be included in the history of human development. No matter it is just the fulfillment of a small wish, or it's something that can change the fate of thousands of people. Behind every anniversary, there are often countless days of preparation."

With China's economic reform and opening up and the prosperity of South China's economy, YICT has rapidly emerged as one of the world's largest and most advanced container terminals, and has become the world's preferred port for ultra-large container ships. It has only been 25 years since its establishment, yet it has experienced the ups and downs of the world economy. With the natural advantage of deep water, a good policy environment, a broad vision and excellent services, it has gained the trust and affirmation of the industry and created a miracle in the history of world port development in the bay land of Shenzhen. Today, YICT has a lot of glorious anniversaries and honors: on May 25, 2007, the "YICT Trade Union was officially established, marking a new page of labor relations in YICT. In January 2013, YICT created a new industry record within the shortest time—a cumulative throughput of over 100 million TEUs in 18.5 years. In April 2014, YICT was awarded the "National May Day Labor Certificate of Merit" by the All-China Federation of Trade Unions. On January 28, 2015, YICT's cumulative throughput reached 123,456,789 TEUs. In 2015-2016, YICT Trade Union won the honorary title of "National Model Workers' Home", "Guangdong Province Greenests Trade Union Work Red-banner Unit" and "Guangdong Province May Day Labor Certificate of Merit". In July 2016, YICT won the "The prestigious Ports & Terminals Award" at the 2016 Seaside Maritime Awards Asia; after its throughput exceeded 10 million TEUs for the first time in 2007, from 2010 to 2016, YICT's annual throughput has increased steadily exceeded 10 million TEUs for seven consecutive years. In 2017, it has once again made great achievements, with a throughput exceeding 12 million TEUs, making first among the world's private owned container terminals. This is a magnificent poem written by all the staff under the leadership of the company's Party, administration and work group with solidarity and hard work!

On November 16, 2018, YICT will celebrate its 25th anniversary. New Era! New mission! New journey! The forerunners who have been driving forward have already blown the horn of "Constantly with mission in mind. Happily setting sail for new voyage". Let us wish Port of Yantian a even better tomorrow!

## MY FOURTEEN YEARS WITH THE PORT 我与海港



文/ 盐田国际 马宁  
By Yantian International Ma Ning

2004年带着一颗充满激情与热忱的心，我非常荣幸地加入了盐田国际。也是在那一年，盐田国际三期工程最后一个泊位顺利通过口岸验收。至此，盐田港区三期工程4个泊位全部建成，码头总泊位数增至9个。三期工程于2002年初动工，2003年首个10万吨级泊位投入运营。工程建成后，盐田港区集装箱年处理能力达到500万标准箱。三期工程占地90万平方米，拥有4个10万吨级以上的集装箱泊位和堆场等相关设施，泊位总长1400米，年设计吞吐能力为200万标准箱。为配合港口发展、满足集装箱船舶大型化的要求，三期工程设计岸边水深和航道水深均为16米，航道为410米，可双向行驶第5代或更大型集装箱货轮，可停靠世界上最大的集装箱货轮。

听着这些骄傲的成绩，我年轻的心激情澎湃。从校园走出来初到盐田国际，站在旧行政楼楼顶，看着一排伟岸的桥吊，宽阔的堆场，和一排排码放整齐的集装箱，一条条巨轮靠在码头进行着装卸作业，堆场里的龙门吊紧张有序的服务着你来我往的拖车，眼见的这些场景是以前从未见到过的，给人的心灵上无比宽广的震撼。当走到现场，仰望46米高的桥吊，看着一个个重达数十吨的集装箱被轻松的吊起放下。吊机手熟练而精准的操作令人心生敬意。生长在北方的我，已经被映入眼帘的蔚蓝海面震撼，又被这些庞大而灵巧的机械让内心充满着对人类的伟大科技的叹服。

所有的这些在了解盐田港建港之前，在看到那些当年开天辟地之时的旧照片之前都认为是与生俱来的。然而随着培训的同事展现当年的盐田风貌时，才知道今天的所有的看到的一切，

In 2004, I was honored to join YICT with passion and enthusiasm. It was also in that year the last berth of the YICT Phase III project was accepted by the port, symbolizing the completion of the four berths in Phase III project of the Yantian Port Area with a total number increased to 9. The Phase III project started in early 2002, and the first 100,000-ton berth was put into operation in 2003. After the project was completed, the annual container handling capacity of Yantian Port Area reached 5 million TEUs. The Phase III project covered an area of 900,000 m<sup>2</sup>, with four container berths and yards with a capacity of more than 100,000 tons. The berths were 1,400m in total length, and the annual designed throughput capacity was 2 million TEUs. In order to support port development and meet the requirements of large-scale container vessels, both of the shores and the channels of Phase III project have been designed to be 16 meters in depth, and the waterway was 410 meters in length, which could be used for bidirectional travelling of the 5th generation or larger container vessels, and could berth the largest container vessel in the world. Hearing these proud achievements, I was so excited. I just graduated from the school and came to YICT at that time, and when I stood on the roof of the old administrative building, watching the rows of bridge cranes, broad yards and neatly arranged containers, the huge vessels docked at the terminal for loading and unloading operations, and the gantry cranes in the yard serving the tow trucks in a tight and orderly manner, I was so shocked because I had never seen such scenes before. When I got to the scene looking up at the 46-meter-high bridge cranes and the container weighing tens of tons were lifted and lowered easily, I was amazed at the skilled and precise operations of the crane drivers. Growing up in the north, I was fascinated by the blue sea and filled with awe for the great science and technology of mankind by these huge and ingenious machines.

All of these achievements had been taken for granted before I got to know how Yantian Port was established and saw the old photos taken during the initial stage. However, not until my colleague responsible for training showed us what Yantian Port looked like in the past, did we realize that all the achievements that we saw today were exchanged by countless days and nights of efforts by the builders of Yantian Port. Shenzhen Yantian Port was developed by Yantian Port Group, formerly known as Shenzhen Dongpeng Industry, which was established in January 1985 and

都是无数盐田建设者们日以继夜的奋斗换来的。深圳盐田港的开发者是盐田港集团，前身为深圳东鹏实业，成立于1985年1月，1994年更名为深圳盐田港集团有限公司。1993年10月，盐田港集团和记黄埔签订《深圳盐田国际集装箱码头合资合同》，共同建设2个3.5万吨级和3个5万吨级集装箱泊位。自此拉开了世界级集装箱码头的壮阔序章。

1994年7月20日，盐田国际开港，迎来第一艘远洋集装箱货轮——马士基的“阿尔基拉斯”号。它的到来标志着盐田国际突破年操作量超千万标箱的开始，自此盐田国际每年都以惊人的增长量引领着深圳港口业务的发展。至1998年，短短的4年时间盐田国际年吞吐量已经达100万标箱。这无疑令它在深圳航运业再次树立起一座里程碑。然而随着业务的不断扩大，一次次的新记录接踵而来。1999年9月12日，在处理“赛扬马士基”号货轮时，盐田国际成功地装卸了6443.75标箱，创下中国大陆港口史上一次性装卸量的新纪录。2000年11月24日盐田国际在装卸长荣旗下的“长丰”号集装箱货轮时，创下了每小时203.8吊次的操作新纪录，也为中国大陆港口操作出了新的最高纪录。2001年11月30日，盐田国际在操作长荣船公司旗下的“长巨”号集装箱货轮时，调配七台岸吊，在9.43个小时内完成了2,441吊次的装卸操作，创下了每小时258.98吊次的操作效率。这是当时世界上最好成绩之一。2002年5月24日，盐田国际在装卸“中运青岛”号集装箱货轮时，处理了自开港以来的第一千个箱。此类成绩不胜枚举，几乎每年都会诞生一个新的记录。2007年盐田国际集装箱年吞吐量突破一千万标箱。自此，盐田国际真正做到了年吞吐量超千万标箱的世界级集装箱码头。

这么多骄人的成绩令每一个盐田人都感到自豪。2004年入职非常幸运地加入到船位策划组。初听这个名字仅仅是感觉应该类似于汽车座位排序吧，但是随着技能培训和跟岗工作后，彻底颠覆了我当初的理解。从字面理解是与汽车座位排序差不多，但是这个排序需要考虑的东西太多太多。第一次拿到船舶配载图，看着上面各种颜色的小方块，以及小方块上的各种标记，还有各种

renamed Shenzhen Yantian Port Group in 1994. In October 1993, Yantian Port Group and Hutchison Whampoa signed the Joint Venture Contract of Shenzhen Yantian International Container Terminal to jointly build two 35,000-ton and three 50,000-ton container berths. Since then, the magnificent preface of the development of a world-class container terminal was kicked off.

On July 20, 1994, YICT opened its port and embraced its first ocean-going container vessel, the "Maersk Algeiras". Its arrival marked that YICT's annual operation volume began to exceed 10 million TEUs. Since then, YICT has ushered the development of Shenzhen Port business with an astonishing annual growth. By 1998, the annual throughput of YICT reached 1 million TEUs in just four years. This has undoubtedly established a milestone in Shenzhen's shipping industry. However, with the continuous expansion of business, new records came one after another. On September 12, 1999, when handling the "Cylon Maersk" vessel, YIC successfully loaded and unloaded the 6443.75 TEUs of cargoes, setting a new record for the one-time loading and unloading volume in the history of ports in mainland China. On November 24, 2000, YICT set a new record of 203.8 hoists/hour of operation during loading and unloading the container vessel Changfeng under Evergreen Marine Corporation, which was also a new record of port operation in mainland China. On November 30, 2001, when operating the "Changju" container vessel under the Evergreen Marine Corporation, YICT dispatched seven shore cranes and completed operations of 2,441 hoists in 9.43 hours, or 258.98 hoists/hour in the loading and unloading, which was one of the best records in the world at the time. On May 24, 2002, YICT, when loaded and unloaded the "COSCO Qingdao" container vessel, handled its 10 millionth containers since the opening of the port. There are numerous similar achievements and a new record is born almost every year. In 2007, the annual throughput of YICT exceeded 10 million TEUs. Since then, YICT has truly become a world-class container terminal with an annual throughput of over 10 million TEUs.

We have so many impressive achievements that have made every Yantian people proud. In 2004, I was very lucky to join the accommodation planning team. When I first heard the name of the team, I thought it was something similar to arrangement of car seats, but after I received the skill training and had actual practice on my post, my thought was completely subverted. Literally, it sounds like something similar to sorting car seats, but actually there are too many things to consider in this sorting. When I first got the vessel's stowage map, looking at the small colorful squares and the various marks and letter codes in it, my mind was a blank. I was thinking, how could I be possible to read and remember all these? Yet reading the map was also a small step. It was a stowage map made by other colleagues and our job was to stow the numerous containers in the yard onto the vessel. Do not underestimate this map, because colleagues on site relied on it to carry out operations. And where we should



▲ 2010年的盐田港区

字母代码，脑子里一片空白，心想，这如何能看得过来，记得住啊。殊不知，这才是仅仅是看看而已，已经是其他同事配载好的图纸，我们的工作就是把堆场里密密麻麻的集装箱配载到船上，不要小看这张图纸，码头现场执行的同事，都是依靠它来进行作业。并且每一部桥吊在哪里操作，操作多少箱，都是由我们安排。所以说我们的职责非常大，因为一旦疏忽大意，现场同事所执行的操作和付出的努力可能都会付之东流。当了解到这些以后，突然意识到自己身上的重任，以及自己工作的重要性。这感觉就想寒冬腊月，突然一盆凉水泼到身上。浑身包括是每一个毛孔都警戒着。自此在学习技能的时候万万不敢得过且过。因为我们不能错，错了造成的后果非常严重，给公司来的损失可能非常巨大。

学习不是一件轻松的事，更何况是学不好不单单是成绩不好，分数不高，而可能带来更多意想不到的后果。如此，真正感受到工作中的学习和学校里的学习是完全不同的两种情况。于是我从最基本的收尾工作开始慢慢接触码头行业的知识。收尾，顾名思义就是作业完成以后进行一些整理工作。开始认为这个工作应该没有什么大问题，毕竟操作都已经完成了，只是汇总资料，制作报表，整理文件。即使错也不会有什么大错。但是真正接触收尾工作后才发现，原来收尾出错一样可以造成很大的损失。比如我们在制作离桥报告时，如果你没有认真对待，仔细核对，就有可能把报告中的数据入错。看似简单的数据，一旦入错往往要过几个月甚至一年才会体现出来，这时需要耗费大量人力物力查找原因。经过几天的折腾发现原来是收尾的时候一个数据填写错误。这种低级的错误往往是最容易被疏忽的。了解到这些，在学习和工作的时候真的是一点不敢怠慢，报表要求检查核对一次，我要核对两次。就是这种多做一步的想法和做法，令我在收尾半年的时间里从未出现过数据有误的情况。

operate each bridge crane and how many containers should be operated was all arranged by us. Therefore, we had great responsibilities because if we did not pay attention, all the efforts made by our colleagues on site in operations would be in vain. When I learned about this, I suddenly realized the how great responsibility I had assumed and how important my position was. I felt like in a cold winter, a basin of cold water was suddenly poured onto my body. I was vigilant at every pore. Since then, I have never dared to muddle through in learning skills because we are not allowed to make mistakes, and if we do, there will be serious consequences, and the company may suffer from a huge loss.

Learning is not an easy thing. What's more, failing to learn things well is not just about getting poor grades or low scores, it may bring more unintended consequences. For this reason, I really feel that the study at work and the study at school are completely different. From the most basic close-out, I started to learn about the knowledge concerning the terminal industry. Close-out, as the name suggests, is to arrange the documents after finishing all the work. At first, I thought it was no big deal. After all, all the operations had been carried out, and what I needed to do was to summarize the data, make reports, and organize the documents. Even if I made mistakes, it would not be a big problem. However, not until I really did the job, did I realize that great losses could also be caused in the close-out. For example, when we make off-bridge reports, if we do not take them seriously and check them carefully, we may put the wrong data in the reports. Simple as the data may seem, once we enter it wrong, the consequence may take months or even a year to manifest, and it will take a lot of manpower and resources to find out the reasons. After a few days of inspection, you may find out it is caused by a tiny data mistake in the close-out. Such stupid mistake is often the easiest to be neglected. Understanding this, I dare not to treat my study and my work casually. If I am asked to check the report once, I will check it twice. With this kind of idea and practice of double-check, I have never had a data error in my close-out in the last half year.

The longer I work for the company, the more skills I need to unlock and learn. And gradually, I have become competent in cabin stowage, the core responsibility of accommodation planning. As I mentioned before, stowage means to properly stow the containers in the yard onto the vessel, and at the same time, to rationally arrange the operation sequence and amount of the bridge cranes to shorten the vessel's port time as much as possible. Although the stowage map looks difficult, and there are many small squares of various colors with marks and letter codes, as long as I memorize them patiently and check carefully, it is not something impossible. So, I

随着入职年限的增加，我需要接触和学习的技能也要更多。并且逐步解除到船位策划的核心工作——舱位配载。之前讲过，配载就是要讲堆场里的箱合理的配载船上，同时要合理地安排桥吊操作顺序与操作量，保证船舶在港时间尽量缩短。看似难的图纸，上面各种颜色的小方块，以及小方块上的各种标记，还有各种字母代码。其实只要认真记忆，仔细检查也并非遥不可及。因此，我从最基本的打字开始。作为一名80后，虽然学生时代已经接触过计算机和键盘敲击，但是并非专业学习电脑的，并非专业打字的。一上手才发现自己的文件处理速度比那些老同事慢很多。平时上网聊天感觉打字也不会很慢啊，可是一比较才发现，别人在敲击键盘时根本不看键盘，而自己眼睛盯着键盘，还要盯着屏幕，那种顾头不顾尾的感觉简直恨不得多生几双手，多长几只眼。但是功夫不负有心人，经过3个月的练习，和规范性的指导。键盘敲击的速度和录入的准确性已经大大提高，可以达到平均值。再经过几个月的练习，技能已经名列前茅。

入职一年半以后，我对于码头的系统和码头的运作已经有了比较清晰明确的了解。至此，才真正要接触船位策划的核心工作——舱位配载。在导师的带领下，从每一条船的结构开始学习，每一个桥吊的参数性能开始学习，每一个系统代码开始学习。又经过一年多的努力，我已经完全可以独立配载到港的任何船舶。

这些工作的经历都是我人生中宝贵的财富。今年已经是在盐田国际的第十四个年头了，我的工作内容也随着职位和年限有了不同的变化，但是唯一不变的就是始终认为自己肩上担负着使命，担负着责任。无论工作大小，我们都应“不忘初心，牢记使命”。让盐田这个美丽的海港变得更加绿色，环保，蔚蓝！让每一个为之付出的盐田人都能铭记心中对盐田的那份情。

started with the most basic thing, typing. As a person born in the 1980s, although I have learned how to use computer and keyboard, I was neither in a computing major nor professional in typing. When I actually did the job, I realized I was way much slower than the elder colleagues in processing the files. I was not slow when chatting with people online, but when I compared myself with my colleagues, I realized that they did not even need to look at their keyboards when typing, but I needed to stare at the keyboard and the screen all the time. It was so hard to do both that I wish I had more hands and more eyes. But the hard work has paid off. After three months of practice and normative guidance, I was able to type and enter the data faster and more accurately, and was able reach the average level. After several months of practice, I became one of the best in this skill.

After working for one and a half years, I have developed a relatively clear understanding of the system and the operation of the terminal. At this point, I started to get involved in cabin stowage, the core work of accommodation planning. Under the guidance of the instructor, I started to learn the structure of each vessel, the parameters of each quay crane and every system code. After more than a year's efforts, I have been able to stow containers onto any vessels calling at the port independently.

All these experiences in work are precious assets in my life. This year, I will be working for YICT for 14 years. My job responsibilities have changed as I have been shifted to different positions and grown older, but one thing has never changed, and that is the mission and the great responsibility that I consider myself have been shouldering. No matter how much work we need to do, we should "never forget our initial intention and bear in mind our mission". Let us build Yantian into a greener, more environmentally friendly blue port. Let every Yantian people that have been devoted in the construction bear in mind our hearts for Yantian.



▲ 2011年08月21日盐田港区全景图



远山披金,晨雾升腾,一艘满载集装箱的船缓缓远去,在广袤的大海中犁出两道凝碧的波痕,我站在窗前,伫立良久,不知怎么竟想起了初到盐田港的那天早晨……

十八年前,我刚从学校毕业,头发短短,格子连衣裙,初入盐田港,就任人事助理岗,就被同事的勤勉打动了。我们儒雅而又洒脱激情的国一部长带头,聪明睿智的袁姐,温和大气的芳姐,沉稳质朴的波哥,帅气风趣的超人,再加上我这个面腆青涩的“男仔头”,我们组成了一个团队,基本天天加班,每次回家都是华灯初上,那些海港亮起来的灯火参差披拂,霓虹摇曳,像晶莹剔透的珠串撒向了人间,迎着晚风,那种昂扬的斗志简直如烈酒一样,让人意气风发、心潮澎湃!

在那时,每个人都是一支队伍,在那时,所有人就是一个队伍!在那时,我有一个新生儿,努力地成长着,正如惠特曼在一首小诗里写的“有一个孩子每天向前走,她看见最初的东西,她变成那东西,那东西就变成她的一部分。在那一天,或者那一天的一部分,或者几年,或者连缀很多年”。在那时,我看到了很多美好的东西,很多良好的习惯,如勤勉,我们要有激情,我们的成绩是实干出来的,要靠“干货”说话;如条理,我们每做一件事,要先在心里过一遍,每个要素,每个细节,注意事项是什么,重要节点在哪里,所有步骤能不能顺畅衔接,全部要素能不能完美组合;如简洁,写公文除了逻辑清楚层次分明外,重要的是简洁明了,陈述精确;如计划,每天提早半小时到岗,想一下当天要完成的任务,心里有张计划表,重要事项随手记,好脑筋不如烂笔头……我看到了,记住了,我努力成为了他们。

六年以后,我任职工程合同岗时,正是集团后方陆域建设的热潮,盐田港人开山填海,投入大于快上的热潮,沧海变成了桑田,桑田上架起了摩天吊和龙门吊;港区后方村镇坑洼洼泥泞狭窄的灰土路变成了宽阔平坦的柏油路,每次上下班公交车上此起彼伏的“木讷,有落——”变成了青春欢快的普通语;坐落在公司后面的九径口苍黄荒芜的岩土坡通过滴灌种上了草木,而今常年

The distant hills are covered with golden sunshine. The fog rises in the morning. A ship full of containers slowly sails away, plowing blue ripples in the vast sea. Having stood in front of the window for a long time, I somehow think of the morning when I first arrived at Yantian Port.

Eighteen years ago, wearing short hair and plaid dress, I graduated from school. When I first came to Yantian Port and held the post of a personnel assistant, I was moved by the diligence of my colleagues. Led by Guo Yi, our elegant and passionate department head, we, the wise Yuan, the gentle Ms. Fang, the calm and simple Bo, the handsome and humorous Superhuman, and I, a shy tomboy, formed a team. We worked overtime almost every day till lights were turned on. Swaying in the wind, the lights in the port were like brilliant pearls. We were high-spirited with great energy and enthusiasm in the evening wind.

At that time, everyone was as powerful as a team and all colleagues were united as one. Then I was like a baby striving to grow up, which was as what Walt Whitman wrote in a poem: "There was a child went forth every day, and the first object he looked upon, that object he became, and that object became part of him for the day or a certain part of the day, or for many years or stretching cycles of years." At that time, I saw a lot of good things and good habits. We are diligent and passionate and always made great efforts to get achievements. We worked in an organized way. The key parts and details of everything we did were well prepared. We focused on all the precautions and important steps and paid attention to how all the steps can be smoothly connected, and how all the elements can be perfectly combined. The official documents must be logic, precise and also concise. We always arrived at our offices half an hour ahead of schedule. During that time, we thought about all the tasks to be completed that day so that we had the schedule in minds. Those important things were written down in case they were forgotten. I remembered those good habits I saw and I also became such an excellent person.

Six years later, when I was working on engineering contract, it was the upsurge for constructing cargo-holding areas of Yantian Port Group. Workers in Yantian Port made great efforts to excavate the mountain and fill up the sea. The sea then became the land. On the land, towering shore cranes and gantry cranes were set up. In villages and towns in the rear of the port area, the narrow muddy bumpy dirt roads turned into wide and flat asphalt roads. In the bus, not only Cantonese but also Mandarin was heard. Behind our company, the previous wilderness was planted with grasses and trees by using trickle irrigation. It became a tourist attraction with beautiful scenery. In the rear area of the port, the previous congestion resulted from the large numbers of container trucks was also solved because of the construction of the Wutongshan Interchange.

苍翠葱郁,成了风景独好的驴友胜地;港区后方由于货柜车多而经常拥堵的情况也因梧桐山立交的“一桥飞架”而“葫芦变通途”!

在那时,我经常厚着脸皮问东问西,作为一个文科生,我懂得了塑料排水板和沉降观测,懂得了路基开挖和隐蔽工程,懂得了路基边坡和水上保持,懂得了轮和钢筋混凝土砌体结构;在那时,我看到了一线员工的踏实和实干,直率和理性,也感受到了他们的真诚和温暖;在那时,因为工作和孩子的缘故,我重拾自己的阅读兴趣,把书当成自己的任意门,因为生活不只要过好眼前的苟且,更要有心中期待的诗和远方。通过书,我知道了“有一种东西不能违背从众心理,那就是人的良心”,知道了“勇敢是当你还未开始时就知道自己会输,可你依然要去,而且无论如何都会把它坚持到底”,知道了“社交最重要的是克服恐惧,婚姻最重要的是克服厌恶”,知道了“功绩可以不是资本,权力可以不是私产,政治对手可以不是死敌,政治家可以仍然是光明磊落的有道德的绅士,政治理念和实践之对错可以公开讨论”,知道了“在这个世界上,做一个好人要比做一个没原则的人付出更多的代价,可是做什么会让你真正开心,你要问清楚自己”……

一段路,也许刚走时,充满了希望,但走得长了,就感觉激情被磨砺得有些消褪了,其实,路没变,风景也没变,这时需要调整的就是人的心态了,不忘初心,方得始终啊。于是,我重整旗鼓,加满油,张好帆,作好了为梦想远航的准备!

在这个时候,机缘巧合,我来到我人生中最重要的地方,也就是现在的部门,就职档案管理岗,一口气就是10年。办公室是一个枢纽部门,在这里,我融会贯通,努力提高,学习了习总书记提出的“增强政治意识、大局意识、核心意识、看齐意识,切实做到对党忠诚、为党分忧、为党担责、为党尽责”,知道了总裁说的“身在兵位,胸为帅谋”“参之有道,谋之有方,严之及时”,明白了主任说的“怀大爱,守本分,做小事”,在日常工作中力争作到灵敏、高效、有序、主动、严密。何谓灵敏、高效、有序、主动、严密、灵敏,就是做事先要考虑党委有什么精神,要有政治敏感性;高效,就是保证质量前提下,注重时效,尽量减少不必要环节,作到及时迅速,实现工作的高效运转;有序,就是进一步在制度化、规范化、程序化上下功夫,努力做到高标准高质量;主动,就是要有超前思维,把问题想在前面,把工作做到前头,随着党委工作的进展而推进,围绕党委工作的变化而调整,探索工作的基本规律和特点,做到忙而不乱,有条不紊;周密,就是着眼全局,顾全大局,环环相扣,做好衔接,有些重要工作,要提前介入,作好预案,周密安排,精心组织,确保顺畅推进。

太阳渐渐升高了,那活力四射的圆球正把一圈圈浮动的光影撒向大海,连绵的细碎浪花风浪显得更加激烈了,同事们次第到岗,我心里对自己低语着“it's time”。是啊,新的一年开始了,让我们扬帆启航吧!

At that time, I often asked questions and learned actively. Though I had learned liberal arts, I then learned about the plastic drainage boards and settlement observations, the roadbed excavation and concealment works, the roadside slope and soil and water conservation, and the concrete and reinforced concrete masonry structure. The frontline workers did the good solid work. They were straightforward, rational, sincere and warmhearted. In order to make achievements in work and to teach my children, I read lots of books. I knew life was full of hardship, but there must be happiness and paradise which I learned by reading books. Through reading, I learned a lot. For example, "One's conscience cannot be in conformity with others." "Being brave means that though you know that you will lose even before starting doing that job, but you still have to do it, and will stick to it anyway." "The most important thing for socializing is to overcome fear, and for marriage the disgust." "Achievements may not be capital. Power may not be private property. Political opponents may not be enemies. Politicians may still be wise and virtuous gentlemen. Political ideas and practices may be discussed openly." "In this world, being a good person is more costly than being a person without principles, but you must ask yourself that what you do will make you really happy." ...

You may be full of hope when you embark on an undertaking. As time goes by, your passion may somewhat faded. At that time in fact, everything remains the same as it was at the beginning, but you need to adjust your own mind and attitude. Never forget why you started, and you can accomplish your mission. Therefore, I am well prepared to set sail again!

At that time, it was a coincidence that I took the post of file management at my current department, the most important place in my life. Till now, I have been working here for ten years. The office is a hub department. I achieved mastery in my work through a comprehensive study and strove to make improvement. I studied what President Xi proposed: "Strengthen the consciousness of the need to maintain political integrity, think in big-picture terms, follow the leadership core, and keep in alignment. Be loyal to the Party, share the Party's concerns and fulfill our obligations to the Party." I learned about what the President in our company said: "Though being in the position of a soldier, one should think as a general." "Think correctly, plan systematically and give advices timely." I also knew what the Director said: "To love, to carry out one's own duty and to do small good things." I strove to be sensitive, efficient, orderly, proactive, and rigorous in daily work. Being sensitive means that we should consider in advance what guiding principles the party committee has. It is important to have political awareness. Being efficient means that under the premise of ensuring quality, we should pay attention to minimize unnecessary processes and make efficient operation. Being orderly means we should further work on institutionalization, standardization, and proceduralization, and strive to achieve high standards and quality. Being proactive means we must have forward thinking. We should think of the problem ahead and get the work done. According to the progress and changes of the work of the party committee, we then improve and adjust our own work. We need to explore the basic laws and characteristics of the work, and work orderly and systematically. Being rigorous means we should look at the overall situation and bear in mind the overall interests. All parts actually link with one another, so we must ensure they can work smoothly. Some important work must be arranged in advance to make plans and carefully organized to ensure smooth progress.

The mist on the sea gradually dissipated, and the sky showed its spotless clean face in the color of clear blue. Looking at the blue sky, the blue sea and the flying white birds, I am full of pride. This clear blue represents Shenzhen and the Port! In recent years, the environmental governance and ecological restoration of the seaport has been significantly strengthened. Therefore, when the north is full of haze, we can still see the pure blue sky in Shenzhen and Yantian Port. When I think of this, I couldn't help but smile and said secretly, "Amazing, my Port!"

A tugboat slowly sails into the port and gives a shallow smile to the sparkling sea. Life is just like sailing. No matter how brilliant or difficult the past was, the most important thing is what happens at the present. Let's set sail now and make efforts all the way!

The sun is gradually rising and its energetic ball is throwing circles of light to the sea. The rolling waves are shining brighter. My colleagues arrive at company one by one. I whisper to myself, "It's time." Yeah, a new day begins. Let's sail!



# 在大铲湾续写 “春天的故事”

## SEQUEL TO "THE STORY OF SPRING" IN DACHANWAN



文/大铲湾拖轮公司 左小平

By Dachanwan Tugboat Limited Zuo Xiaoping

“1992年

又是一个春天

有一位老人在中国的南海边写下诗篇

天地间荡起滚滚春潮

征途上扬起浩浩风帆

春风啊吹遍了东方神州

春雨啊滋润了华夏故园

啊中国 啊中国

你展开了一幅百年的新画卷

捧出万紫千红的春天。”

“In 1992,

came another spring.

An old man wrote a poem by the South China Sea.

There emerged a spring tide between the heaven and the earth.

Vast sails were set on the journey.

The spring breeze blew and turned the Divine land of China green.

The spring rain fell and moistened the towns and villages of China.

Ah, China, China

You unfolded a new scroll of a hundred years,

bringing forth a spring of all kinds of flowers.”

Humming this song, I came to Shenzhen at the end of 1992. At that time, I was 30 years old. I came to this hot land and started my stories in Shenzhen.

When I first came to Shenzhen, I worked in Shenzhen Chiwan Tugboat Limited. I have witnessed the glorious history of Shenzhen Chiwan Container Terminal Limited and Shenzhen Chiwan Tugboat Limited when they developed from nothing to something, from small scale to large scale, and from weak to strong. I worked there for fifteen years, during which time, I dedicated my best years to the development and growth of Chiwan Port with both sweats and laughter.

On December 14, 2007, I came to Dachanwan Port as a tugboat professional and participated in the preparation of the inception of Dachanwan Tugboat Limited. When I was first recruited, it was less than 10 days before the first container vessel was finally berthed at the Dachanwan Port. Tugboats are essential tools to help the large vessels leave the port safely. Back then, Dachanwan Tugboat Limited had not been founded yet and it might be well-said that there was nothing at all, no hardware such as tugboats and navigation equipment, nor software such as crew and operating procedures. However, it was not important. When winter comes, will spring be far behind? My coming to Dachanwan was for writing another good story of spring. My colleagues and I worked around the clock to try to install navigation equipment, seek short-term charter tugboats, and coordinate pilots to berth of large vessels, and after intense and high-tempo preparation, finally on December 21, 2007, the first container vessel was anchored at the Dachanwan Port safely and smoothly. Looking at the colorful flags on the terminal and the guests cutting the ribbons, I was very excited because our efforts had finally paid off with good results.

My job afterwards was busier. In order to ensure the timeliness and safety of the Dachanwan Port in berthing vessels, and to save every penny to construct our own tugboats in a quick and economical manner, we decided to rent the charter tugboats in short-term and try to maintain balance of the rents as much as possible. Although the operation was quite tortuous, with my persistence and tenacity, I could always complete the task with satisfaction. In order to improve the tugboat supporting functions of the terminal and speed up the construction of the tugboats, Dachanwan Tugboat Limited started the operation mode of inter-provincial terminal dispatch-supervision of Zhenjiang Shipyard on the building of tugboats. In May 2008, the first 4000P tugboat of Dachanwan was successfully constructed and put into operation. Since then, Dachanwan Tugboat Limited entered the new era of individual production

和韧劲，总能圆满地完成任务。大铲湾公司为完善码头拖轮配套功能，加快了建造拖轮步伐，我开启了码头调度—镇江船厂建造拖轮跨省式的工作模式，2008年5月大铲湾第一艘4000P拖轮顺利竣工投产。从此大铲湾拖轮公司步入了自有拖轮的生产经营新时期，迎来了大铲湾拖轮公司发展的春天。

2008年11月，大铲湾拖轮公司第二艘4000P拖轮抵港投入生产，但由于大铲湾码头开港恰逢世界金融危机，集装箱作业量远远没达到生产设计能力，致使拖轮作业量处在一个“饥寒交迫”的境地。如何走出困境，破解难题？大铲湾拖轮公司积极想办法，在保证大铲湾码头船舶安全及时靠离的情况下，开拓周边海外市场，走出一条适合大铲湾拖轮公司的路子。在大铲湾码头业务量长期不起色的情况下，大铲湾拖轮依靠港外收入逐年增长，于2010年一举扭亏为盈。

我长期在基层和一线工作，不为名不为利，一心扑在艰苦创业的路上，经过党对我的长期考验，获得组织认可，于2012年光荣加入中国共产党，同时工作岗位也在不断调整，但我工作热情更加高涨，时时以党的先进性要求自己。

我时刻不忘党员的先锋模范作用，身先士卒，关键时刻自己冲在第一线。特殊时期，坚守一线，拖轮除了日常生产作业外，还兼具抢险救援等社会应急属性。每年台风来临时，我一个党员干部的身份在办公室通宵值守，每遇险情，冒着狂风暴雨及时登船，听从海事部门的指挥，展开救援，先后与同志们一起成功抢救落水人员多人、船舶多艘，获得船东和海事部门赞赏。遇有危险、困难等特殊作业，始终冲在前面，现场靠前指挥。多年来，公司接获多起珠江口水域抢险作业。2016年11月，公司接获珠江中横门水域载有危险品液化气“松台山16”轮因故搁浅，需应急抢险。抢救装载液化气船舶异常危险，作业难度特别大，别的拖轮公司都因故不敢前往施救抢险，我与公司同事们发扬深圳人敢闯、敢干、敢为人先的精神，共同到搁浅现场通宵达旦指挥三天，最后安全地帮助受困船舶脱浅；2017年3月临近香港大屿山水域一艘载有危险品货物的“协海瑞丰”轮因故搁浅，需应急抢险，抢救该水域搁浅船舶异常危险，作业难度特别大，我作为资深专业人士到搁浅现场协同指挥，最后安全地帮助受困船舶脱浅，实现公司社会效益和经济效益双丰收。

因拖轮港内作业不饱和，公司面临产能过剩困境。为了公司生存与发展，我和同事们全力以赴拓展港外业务，走访了港珠澳大桥各参建单位及东南沿海30余家重要港口码头及当地引航、拖轮等单位，先后成功派驻拖轮赴港珠澳大桥项目区、广西北部湾作业各长达半年，阳江保丰港作业达近一年。更为可贵的是，经过近两年的沟通洽谈和持续跟进，大铲湾拖轮公司以完全市场化竞争的方式，成功中标合作期限两年的华润电力海丰电厂拖轮服务项目。该项目化解了大铲湾拖轮公司产能过剩困局，为实现“大铲湾+小漠港”双基地管理和运营模式，适时择机参与盐田港集团开发的小漠港区的拖轮配套项目，拓展粤东市场，打下了坚实的基础。华润电力海丰电厂项目，也让大铲湾拖轮公司看到了告别多年寒冬，走向温暖春天的希望。

应华润电力海丰电厂项目所在地政府部门的要求，大铲湾拖轮公司在深圳特别合作区注册成立了分公司，我被委以分公司负责人重任。老骥伏枥，志在千里，我将更加努力地工作，继续走在前列，积极奉献，续写我在大铲湾这块热土上更多的春天的故事。

and operation of tugboats, and embraced its spring of development.

In November 2008, the second 4000P tugboat of Dachanwan Tugboat Limited arrived at the port and was put into production. However, since the opening of the Dachanwan Port coincided with the world financial crisis, the container operation volume was far lower than the designed production capability, resulting in the tugboat operation volume in a situation of "hunger and cold". How to get out of the predicament and solve the problem? Dachanwan Tugboat Limited actively sought ways to develop the surrounding markets around the port and carved out a path suitable for the Dachanwan Tugboat Limited while ensuring the safe and timely berthing and departure of the vessels at the Dachanwan Port. Although there was no improvement in the business volume of Dachanwan Port for a long time, Dachanwan Tugboat Limited successfully turned losses into profits in one fell swoop in 2010 through the year-by-year increase of income from outside the port.

I have long been working at the grassroots level and the front line, and have no desire to make a name or profits for myself. I devoted myself to hard work and entrepreneurship. After the long-term test of the Party, I was recognized by the organization and joined the Communist Party of China in 2012, and at the same time, although my post had been adjusted constantly, I had developed greater passion for my job, and disciplined myself with the advanced nature of the Party. I never forget that Party members should be the exemplary vanguards, and should take the lead and be willing to rush to the front line at the crucial moment. In special periods, I have stuck to the front line. Apart from daily production and operations of tugboats, I am also responsible for social emergency response, such as emergency rescue. Every year when the typhoon comes, as a party member and cadre, I would be on duty in the office all night. Every time when there is a danger, I would board the vessel in time and listen to the command of the maritime department to carry out rescues. I have successfully worked with my comrades in rescuing people who fell into the water as well as vessels, for which I have been praised by the vessel owners and the maritime authorities. In case of special operations such as dangers and difficulties, I have always rushed to the front line to give direction at the scene. Over the years, the company has carried out many rescue operations in the Pearl River estuary. In November 2016, the company learned that the vessel "Songtaishan 16" containing dangerous liquefied gas was stranded in the Hongmen waters of Zhongshan of the Pearl River for emergency reasons. It was extremely dangerous to rescue liquefied gas carriers, and the operation was particularly difficult. Other tugboat companies were afraid to go to rescue for some reasons, but my colleagues and I went to coordinate and direct the rescue of the stranded vessel for three days under the spirit of Shenzhen people of daring to go, daring to do and daring to be the first, and finally, we got the stranded vessel out of danger; in March 2017, "Xiehai Rui Feng", a vessel carrying dangerous goods, was stranded in the waters of Lantau Island in Hong Kong for some reason and required emergency rescue. It is very dangerous to rescue vessels stranded in the waters, and the operation was extremely difficult. However, as a veteran, I still went to coordinate and direct the rescue of the stranded vessel and safely got the trapped vessel out of danger in the end, bringing social and economic benefits to both the company and the society.

Due to the unsaturated operation of tugboats in the port, the company met a dilemma of overcapacity. For the company's survival and development, my colleagues and I went all out to expand our business outside the port. We have visited the joint construction units of the Hong Kong-Zhuhai-Macao Bridge and more than 30 important ports and terminals on the southeast coast as well as local units of pilotage and tugboats. We have successfully dispatched tugboats to the project area of Hong Kong-Zhuhai-Macao Bridge and the Guangxi Beibu Gulf for half a year of operation and to the Yangjiang Baofeng Port for nearly one year of operation. What was more valuable was that after nearly two years of communication, negotiation and continuous follow-up, in a completely market-oriented competition, Dachanwan Tugboat Limited successfully won the bid for the tugboat service project of China Resources Power Haifeng Power Plant with a two-year cooperation period. The project solved the overcapacity of Dachanwan Tugboat Limited, which has laid a solid foundation for realizing the dual-base management and operation of "Dachanwan Port+Xiomo Port", participating in the tugboat supporting project of the Xiomo Port Area developed by Yantian Port Group in a timely manner, and developing the eastern Guangdong market. The project of China Resources Power Haifeng Power Plant has also allowed Dachanwan Tugboat Limited to see the hope after bidding farewell to the winter and embracing the warm spring.

Under the request of the government at the project location of China Resources Power Haifeng Power Plant, Dachanwan Tugboat Limited has registered and established a branch office in the Shen-Shan Special Cooperation Zone. I have been appointed as the head of the branch office. As the saying goes, "an old horse in the stable still aspires to gallop a thousand miles." I will work hard and continue to walk in the forefront to devote myself actively and to continue to write more stories of spring in this hot land of Dachanwan.

## 以时代为接力

## 以发展作见证

TIME & TIDES OF  
YANTIAN PORT

文/股份公司 刘倩

By Liu Qian Shenzhen Yantian Port Holdings Co., Ltd.

1979年，“宝安县”化身为“深圳市”，深圳，在改革开放的特殊时代里应运而生。昔日的边陲小镇、小小渔村如今已变身变成国际化的大都市，变成世人眼里活力、机会的代表，变成一个时代的精华。

## 远方

当我还在孩提时代的时候，就知道有个姨丈在一座叫“深圳”的城市工作，那是一个离家很远很远的地方。还是小孩子的我并不明白大人口中的“机会多，工资高，能赚钱”这些赋予深圳的言辞，只知道姨丈要好久才能回家见一次自己的家人，知道他每次回家都会给我们带很多新奇又好玩的东西。那时候的我，不明白深圳的吸引力，但是对深圳充满了好奇，希望终有一天能去看看这所大家都向往的城市。

当我小学时第一次到深圳，是对欢乐谷的热爱、对大小梅沙的喜爱、对国贸大厦的惊叹……这是从来没有接触过的世界，是繁华、热闹、活力。我在莲花山上看到了邓小平爷爷的大步向前，看到了深圳市政府的“大鹏展翅”，看到了街道的满眼翠绿及繁花……同行的大人们都在赞叹：深圳能有这番好景象多亏了改革开放！然而当时的我并不了解“改革开放”、“经济特区”，我只知道至此以后，我喜欢上了这座年轻的城市。

时光荏苒，当我到了要思考工作、思考未来生活城市的年纪，深圳这座城市成了我的不二选择。也许是念念不忘必有回响，也许是不忘初心的努力，也许是命中注定的缘分，我如愿来到了深圳。

## 眼前

生活在山海之间的这两年，细数走过深圳的足迹，对这座城市又多了许多热爱。2018年的深圳，早已成为交通发达、功能完

In 1979, Shenzhen emerged at the special historical moment of reform and opening up, with Bao'an County being transformed into Shenzhen City. Shenzhen, the former border town and a small fishing village has now evolved into an international metropolis, a representative of vitality and opportunity in the eyes of the world and the essence of one era.

## A Distant Place

When I was still a child, I knew that one of my uncles worked in a city called Shenzhen, a place far away from home. As a child, I could not well understand the meaning of what adults described Shenzhen, such as bountiful opportunities, high wages, money-earning chances. All I knew was that it took my uncle a long time to come back home to see his families with plenty of novel and fascinating things for us. I did not realize the attraction of Shenzhen at that time, yet I was full of curiosity about Shenzhen and hoped that one day I could get a chance to see the city in everyone's dreams.

When I first came to Shenzhen during my primary school, I was captured by the entertainment park Happy Valley, infatuated with beaches Dameisha and Xiaomeisha, stunned by the Guomao Mansion et al. It was another world I had never reached, prosperous, boisterous and lively. I saw the statue of Deng Xiaoping striding forward on the Lianhuashan Park, Shenzhen Municipal Government like a huge mythical bird spreading its wings, and the streets full of green and blooming flowers. All the adults in my company were marveling at Shenzhen's achievements brought by the reform and opening up. Although I did not understand words like "reform and opening up" and "special economic zones", I fell deeply in love with this young city.

Time flew, when I reached the age to think about the city I would work and live in the future, Shenzhen became the one. Maybe something that stayed in your mind would someday spring up in your life, or maybe it was because of the fate; I eventually came to Shenzhen as I wished.

## A Real Life

After two years of living around mountains and sea, looking back the footprints I walked through Shenzhen, my love to this city has been greatly increased. Shenzhen in 2018 has already become a modern metropolis with well-developed transportation, comprehensive functions, advanced facilities and graceful environment, which can be mentioned as a miracle in the history of modernization. It has created the phrase "Shenzhen speed" in the economic development and urban construction along with its overall economy ranking in the forefront among large and medium cities across China.

I eventually realize that the reform and opening up is a beacon for Shenzhen to achieve the leapfrog development and an opportunity for our country and nation to implement a great change of its fate. In December 2012, General Secretary of the

备、设施先进、环境优美的现代化大城市，可以说是现代化发展史上的奇迹，创造了经济发展和城市建设的“深圳速度”，经济总量迅速跃居全国大中城市前列。

我也终于认识到，改革开放，是深圳实现跨越式发展的灯塔，也是一个国家、一个民族实现命运伟大转变的机遇。2012年12月，习近平总书记在党的十八大后首次离京考察选择广东，首站即来到深圳前海，“就是要到在中国改革开放中得风气之先的地方，现场回顾中国改革开放的历史进程，将改革开放继续推向前进”“我国改革已经进入攻坚期和深水区”“敢于啃硬骨头，敢于涉险滩”……在这片改革前沿地，习近平总书记向世人宣示了改革不停顿、开放不止步的坚定信念。在迎来改革开放40年的2018年全国两会上，习近平总书记在参加广东代表团审议时，又明确提出“以更宽广的视野、更高的目标要求、更有力的举措推动全面开放，加快发展更高层次的开放型经济”。

波澜壮阔的画面已在眼前展开，是勾勒出中国改革开放英明决策的大气水墨画，也是描绘深圳近40年点滴发展的细致工笔画，更是刻画了每一个为深圳发展而奉献奋斗、挥洒汗水的深圳人的写实油画。

## 接力

人生有多少个40年？可以说是屈指可数。在深圳改革开放的历史里，就有许多建设者奉献了他们的整个青春年华，甚至是一生。从基础设施到金融发展到再到高新科技，是一代又一代的建设者在为深圳的发展而努力。

港口的发展作为城市发展的见证之一，盐田港的成长史也与深圳的改革开放息息相关。当我整理盐田港的老照片时，实在难以想象建港初期的那段岁月，那是一段只有老盐田港人才经历过的艰苦和荣光。从无到有，从默默无闻到世界大港，盐田港能在全球港口中占据举足轻重的地位有每一个盐田港人的无私奉献。当年，老一辈盐田港人开山填海、艰苦奋斗，见证了盐田港的历史，见证了从无到有、见证了几十年发展过程里的艰辛、灿烂与辉煌。盐田港的不断发展，正是一代又一代盐田港人的接力赛。

英国《经济学家》这样评价深圳：“改革开放近40年，中国最引人瞩目的实践是经济特区。全世界超过4000个经济特区，头号成功典范莫过于‘深圳奇迹’。”全球瞩目的成功典范不是一代人就能完成的成果，是一代又一代深圳人接力的结晶，而且未来的高速发展也需要一代又一代深圳人的拼搏奋斗！

近40年来，深圳坚持解放思想、更新观念，孕育了集中体现时代风貌的“深圳精神”——“开拓创新、诚信守法、务实高效、团结奉献”，即是敢闯敢试、敢为天下先的改革精神，海纳百川、兼容并蓄的开放精神，追求卓越、崇尚成功、宽容失败的创新精神，“时间就是金钱、效率就是生命”和“空谈误国、实干兴邦”的创业精神，不畏艰险、勇于牺牲的拼搏精神，团结互助、扶贫济困的关爱精神，顾全大局、对国家和人民高度负责的奉献精神。

一代又一代的深圳人在时代的巨轮下艰苦前进，敢为人先，用一个又一个的跨越式发展见证着改革开放的英明卓绝，以时代为接力，以发展作见证，深圳的未来会更好！

CPC Central Committee Xi Jinping selected Olanhai, Shenzhen as his first stop of his inspection tour beyond Beijing after the 18th National Congress of the Communist Party of China. Xi said he came to this place, which "served as the testing grounds for reform and opening up policy" because he wanted to "conduct an on-site retrospective of the history of reform and opening up and declare the resolve to continue to push forward the policy." "China's reform has come to a juncture where it will be more complicated to tackle difficult issues, and the CPC should deepen reform in vital fields with more political courage and wisdom in a timely manner." "We should dare to tackle difficulties and venture along dangerous paths..." In the frontier of reform, Shenzhen, General Secretary Xi Jinping vowed to the world that no stop in reform and opening up. During the 2018 NPC and CPPCC on the fortieth anniversary of reform and opening up, General Secretary Xi Jinping joined a panel discussion with the deputies from Guangdong Province and clearly stated that the country should "fully open up with a broader horizon, higher standards and stronger efforts".

The magnificent picture is being unfolded in front of us. It is a splendid ink painting that outlines the wise decision of China's reform and opening up, a meticulous painting that portrays the development of Shenzhen in the past 40 years, and a realistic oil painting that depicts each of Shenzhen people dedicating themselves to and sweating for the development of the city.

## A Relay Race

How many 40-years one can have in his life? Few. However, in the history of Shenzhen's reform and opening up, many builders have dedicated their entire youths, even their whole lives. It is generations of builders who keep struggling for the development of Shenzhen ranging from infrastructure to financial development, and to high technology.

The development of ports is one of the witnesses of urban development. The growth of Yantian Port is bound up with Shenzhen's reform and opening up. When I sort out old photos of Yantian Port, it challenges me to imagine the early days when the port just established. It is a phase of pain and glory only old personnel of Yantian Port have experienced. Creating the port out of nothing, transforming it into one of the world's biggest ports, everyone in Yantian Port has contributed selfless efforts to the port's pivotal position among international ports. Those past years have witnessed mountain excavation and land reclamation from ocean by the diligent older people of Yantian Port, its history of coming into being from nothing, and rigors, brilliance and magnificence throughout decades of its development. The constant development of Yantian Port is a relay race across generations.

The British magazine The Economist commented on Shenzhen that over the past 40 years of reform and opening up, China's most eye-catching practice is to set up special economic zones. There are now more than 4,000 SEZs in the world and the "Miracle of Shenzhen" is the biggest success story of them. The success story the world marvels at is the outcome of the relay race completed by a few generations instead of one. Its future development at high speed also needs hardworking of generations.

Over the past 40 years, Shenzhen has persisted in emancipating minds and modernizing concepts, and has nurtured the "Spirits of Shenzhen" that embody the features of the times: pioneering and innovation, honesty and law-abiding, pragmatism and efficiency, unity and dedication, that is, the spirit of reform to make new attempts and be the pioneer of the world; the spirit of openness to accommodate differences and embrace inclusiveness; the spirit of innovation to pursue excellence, admit success, and bear failure; the spirit of entrepreneurship to treat time as money and efficiency as life, and adhere to that "empty talk harms the nation, practical action helps it thrive"; the spirit of struggle to defy toughness and danger, and be bold in sacrificing; the spirit of care to help each other, especially the poor, in solidarity; the spirit of dedication to bear in mind the interests of the whole and take responsibility for the country and the people.

Generations of Shenzhen people forge ahead in the wheels of the era. They dare to be the leading pioneers and demonstrate the wise decision of reform and opening up with leapfrog development one after another. Work for generations like a relay race to witness the development, and the future of Shenzhen will be even better!

## SETTLING DOWN INSEAPORT AFTER "THREE ENTRIES" INTO SHENZHEN

“三进”

# 深圳 落脚 海港



文/拖轮公司 徐响聪  
By tuolun company Xu Xiangcong

深圳，一座充满机遇的城市，一座充满幻想的城市，一座想拥抱又没那么容易靠近的城市，一座充满爱和汗水的城市……

改革开放40年来，我跟深圳的缘分至今已有17年。在这17年里，我“三进两出”，“三进”含笑而进，“两出”含泪而出。早在1998年我就来过深圳，那时候我只是个孩子，跟着妈妈去姑妈家玩，唯一的想法就是“哇，好漂亮的城市啊！有炸鸡吃，有大汽车坐，有好多我没见过、玩过的东西”。我真正进入这个城市是2001年的夏天，从那时开始我的深圳故事。

2001年暑假，那个夏天跟现在一样炎热，我刚高考完，和一个高中同学一起来到了深圳华强北，开始了我的第一份工作，当时的心情特别兴奋，心想“终于可以不用读书了，反正考不上大学，能找份工作，不受父母的束缚就行了”。当时去的公司是我同学的义父开的，当然我们的待遇也不差，到了车站就坐上了来接的奔驰（那也是我第一次坐小汽车）。开始工作是在一家叫深圳市红狮饮料公司做销售，每天去送货或跟着单车找小卖部推销我们的产品，也曾经到过盐田港附近。当时印象特别深刻的就是明斯克航母，那是我第一次见到这么大的船只，觉得特别威武帅气！每天忙完之后我们总是喜欢出去瞎逛，那时候深圳就有很多豪车，我们也不懂什么牌子，就是觉得好漂亮，而且很多是女士开的，好厉害的样子。每天晚上到很晚都能听到嘈杂的声音，在老家我们过了8点就睡觉了，而深圳给人的感觉就是座不夜城。

一段时间过去，高考成绩出来了，我真的就没有考上，我同学报的是体育专业，他考上了，还是不错的广州体院。没过多久他就离开深圳，准备上学去了，在他爸爸跟我打过招呼后，我还可以留在那继续工作，我们就这样分开，当时我心里还是挺失

Shenzhen, a city full of opportunities, a city full of fantasies, a city that you want to embrace but hard to approach, and a city full of love and sweat...

Since the reform and opening up 40 years ago, 17 years have passed since fate has brought Shenzhen and me together. In these 17 years, I went through 'three entries and two exits'. My 'three entries' were full of smiles, while my 'two exits' were filled with tears. I came to Shenzhen as early as 1998. At that time, I was just a child. When I went to visit my aunt with my mother, my only thought was "Wow! what a beautiful city! There are fried chickens, big cars, lots of things that I have never seen or played before." But my first real entry into the city happened in the summer of 2001, and since then I have started my story with Shenzhen.

The summer vacation of 2001 was as hot as it is now. After I finished the college entrance examination, I went to Shenzhen Huangqiang North with a classmate from senior high school and started my first job. I was very excited at that time, thinking that I finally did not need to go to school and if I was not enrolled by any college, I could find a job and be set free from the bondage of my parents. The company I went to was owned by my classmate's adoptive father. Of course, we had been treated well. We were picked up by a Mercedes-Benz car right after we arrived at the station (that was my first time to sit on a car). My first job was to work as a salesperson in a company called Shenzhen Red Lion Beverage Company. Every day, I would go delivering goods or sell products to small stores by bike and I had even been to Yantian Port, where I was very impressed by the Minsk aircraft carrier. It was my first time to see such a large vessel and it looked so magnificent and powerful! We always wandered around after a busy day of work. At that time, there were a lot of luxury cars in Shenzhen. We didn't know what brands they were. We just thought that they were so beautiful, and many drivers were women and they looked so cool. Even late at night, I could still hear the loud noises. In my hometown, people went to sleep at 8 o'clock, but Shenzhen was like a city that never sleeps.

Time flew and the results of the college entrance examination came out. I did not get admitted to any school, but my classmate was enrolled as a sports major by the famous Guangzhou Sports University. It didn't take long for him to leave Shenzhen to go to university. After his father had a talk with the company, I was allowed to stay and continue to work there. That was how we were parted and I was quite sad. But

落的。但将近两个月的时间，让我慢慢地对这座城市有了一点了解，立志要在这里闯一闯。又过了一段时间，爸妈找到我，一顿训话让我回去复读，不然就要跟我断绝父子关系。我就这样含泪离开了深圳。回到家抱着父母给的复读费，这是他们一张张种菜卖菜攒下来的10元一张的纸币，我哭了一晚上，然后老老实实地去复读。我心里暗暗发誓：“深圳，我一定会再回的！”第二年我没考上深圳大学，而是到了广州的大学。

2005年7月，我再次踏上了深圳这片土地。那是2004年底中远香港航运有限公司（船员部和安监部在深圳办公）到学校招生。当时这间公司是被公认为最好的航运公司，面试条件也很高，我脱颖而出，完了我第二次进入深圳的梦想，我“二进”深圳，含笑而进，当时这个公司是全英文面试，我是唯一一个英语没过四级的。我比报到日提前几天来深，住在一个父母很有钱的朋友家里，这是我人生第一次住在高楼大厦里，心里暗暗想什么时候我也能买下一套这样的房子呢？

中远香港航运有限公司的船员是要出去跑船的，这个我在学校的时候就已知晓，但想着只要在深圳，我有一朝一日就能上岸。公司很快就把我的户口迁了进来，不知不觉我就成了真正的深圳人，终于圆了我的深圳梦！几天后，我在蛇口上船，当时我女朋友（就是现在的老婆）过来送我上船，为了我的深圳梦，我没有考虑到她的感受，选择了跑船，在蛇口再次流下了爱情的泪水。13个月环游了15个国家后，我没有回到深圳，直接去了广州找女朋友。那时候，女朋友坚决不让我去跑船。怎么办呢？我的深圳梦呢？辞职？犹豫很久后，我选择了在师兄的公司先上班。这是一家做船舶通导设备的公司，师兄对我的情况也很了解，他告诉我如果做得好在深圳开分公司，圆我的深圳梦。做了一段时间也没什么出色表现，偶然的一次机会，我现在所在的深圳盐田拖轮有限公司招聘，虽然是在船上上班，但是接近岸上工作，所以女朋友也同意了，经过应聘，我顺利应聘进了公司。

2007年我“三进”深圳，正式落脚深圳，过去的6年虽然跟深圳有接触，毕竟时间不长，而这次至今已有11年了。这11年是深圳最辉煌的时候，三次楼市大涨，码头吞吐量的不断上涨，各个船公司的船越造越大，我们公司的拖轮马力也越造越大，公司团队不断发展壮大，同事买车买房，这些都见证了城市的快速发展。城市在飞速发展的同时，环境保护也在同步进行。这几年，市政府在绿化、水源、空气等方面下了很大功夫，出台了各项环保政策及法律法规，并狠抓落实，取得了不错的成效。现在，我们公司也正在配合相关部门，进行2018年“深圳蓝”可持续行动计划的实施。

这个城市不停地给我们创造机会，让你心甘情愿地留在这里。我2007年进公司时住宿舍，到后来接女朋友到深圳上班，她为了我离开广州，后来我们在沙头角租了房子，结了婚，直至2014年我们也在深圳买了房子，生了小孩，算是有了自己的家了。现在小孩上学了，我们努力上班，培养孩子，一步步所做的事情都是为了立足于这个充满奇迹的城市——深圳。

城市的发展给了我们很多机遇和挑战，适者生存，一不注意也很容易被淘汰，所以我们要好好地工作，好好地生活，踏踏实实做事做人，不求为这个城市作很大的贡献，但要对自己起的工作和家人，绝不成为给公司和社会添乱的人。让我们一起为共建深圳这个美好的家，奋斗吧！

after about two months, I gradually got to know the city more and I determined to carve out a career there. However, before long, my parents found me and rebuked me, demanding me to go back to the senior high school to take the exam again, or my father would disown me. I left Shenzhen with tears. On the day I went home, I cried for the whole night holding the cash my parents gave me for the re-entry of school, which was a RMB 10 bill saved by my parents by planting and selling vegetables. After that, I went to school obediently, but I swear to my soul: 'Shenzhen, I will definitely come back!' In the next year, I was not admitted to Shenzhen University but I went to a university in Guangzhou.

In July 2005, I set foot on the land of Shenzhen again. It was at the end of 2004 that COSCO Hong Kong Shipping Co., Ltd. (the Crew Department and the Safety Supervision Department were in Shenzhen) enrolled students at the university. Back then, the company was considered the best container liner company and was very strict in recruitment. I stood out as the best and realized my dream of going to Shenzhen for the second time. My 'second entry' into Shenzhen was filled with joy. At that time, the company carried out the interview in English and I was enrolled as the only person who had not passed CET-4. I went to Shenzhen a few days before the registration day, living in the house of a friend with rich parents. It was the first time in my life to live in a high-rise building and I was wondering when I could buy an apartment like this.

The crew of COSCO Hong Kong Shipping Co., Ltd. were required to work on the vessels, which I had known when I was at school, but I believed that as long as I was in Shenzhen, I would be able to go ashore one day. The company quickly helped me change my domicile, and I became a real Shenzhen resident before knowing it. My dream about staying in Shenzhen finally came true! A few days later, I got aboard in Shekou. My girlfriend back then (now my wife) came and sent me on board. For my Shenzhen dream, I did not consider her feelings and chose to work on the vessels. I shed my tears for our love again in Shekou. After 13 months of traveling around 15 countries, I did not return to Shenzhen, but went directly to Guangzhou to see my girlfriend. At that time, my girlfriend would not let me work on the vessels. What should I do? What about my Shenzhen dream? Should I resign? After a long time of hesitation, I chose to work in the company owned by my senior brother at school. It was a company that made vessel navigation equipment. My senior brother knew me very well. He told me that if I had good performance, he would set up a branch office in Shenzhen to make my Shenzhen dream come true. After working for a period of time, I was not able to make any outstanding achievements. It happened that Shenzhen Yantian Tug Co., Ltd., the company that I am now working for, was recruiting staff. Although I needed to work on the vessel, but it was close to the shore, so my girlfriend agreed. After applying for the job, I was successfully admitted to the company.

In 2007, after my 'third entry' into Shenzhen, I officially settled in Shenzhen. Although I have had connection with Shenzhen in the past 6 years, I had not stayed long each time. And by this time, it has been 11 years since my 'third entry'. It was the most glorious times in Shenzhen. There have been three big rises in the property market. The terminal throughput has been rising. Our company has made tugboats with greater and greater horsepower. The company has developed a bigger and bigger team. Colleagues started to buy cars and apartments. All these have witnessed the rapid development of the city. While the city is developing at a rapid pace, environmental protection is also being carried out simultaneously. In recent years, the municipal government has made great efforts in greening, water and air. It has introduced various environmental protection policies, laws and regulations, and has implemented them with great results. Now, our company is also cooperating with relevant departments to carry out the 2018 'Shenzhen Blue' sustainable action plan.

The city kept creating opportunities for us, so that we would be willing to stay. When I entered the company in 2007, I lived in a dormitory. Later, my girlfriend also went to work in Shenzhen. She left Guangzhou for me. We rented a house in Sha Tau Kok and got married. Not until 2014, did we buy our house in Shenzhen and had our own child. We finally have my own home. Now our child is going to school, we work hard to raise our child. All we did is for setting foot on this miraculous city - Shenzhen.

Urban development has given us many opportunities and challenges. Survival of the fittest reigns. It's easy to get phased out if you don't pay attention, so we must work hard, live well, and do things in a down-to-earth manner. We do not need to make a great contribution to the city, but we should be responsible for our work and our family. We should never become a troublemaker for the company and the society. Let us work together to build Shenzhen into a beautiful home!



## THIRTEEN YEARS OF DEVELOPMENT: PORT AND LOGISTICS INDUSTRY FROM MY PERSPECTIVE

# 13年时光看港口 物流行业之变迁

文/拖轮公司 甘琳芳

By Shenzhen Yantian Tugboat Company Ltd. Gan Linfang

40年改革潮涌，40年沧桑巨变。历史的车轮一直向前，深圳从一个名不见经传的小渔村成长为国际性大都市，发生翻天覆地的变化。

我出生于80年代，从小就听着改革开放的故事，一直觉得深圳是一片敢闯、奋斗的热土。2003年我从华中科技大学毕业后就来到广州，05年来到深圳，先后在金融、高科技和物流行业工作过。而我也从懵懂的大学毕业生到如今已经成家立业，我见证了深圳的发展，深圳也见证了我的成长。

作为一个在沙头角生活了13年，在物流行业有一段难以忘怀的工作经历的盐田人，今天我想聊聊这个行业发展变迁的故事！

我初次接触到的物流人便是打单员，他们每天都要骑着电动车穿行在各个物流公司、堆场、船公司，风风火火的……

后来，又接触了一些货代公司，了解到他们每天忙于和船东和货主之间的沟通；

再后来，又接触了一些司机、个体车主和物流公司老板。于是，对这个行业和人群的印象都立体鲜活起来，也能感受和体会他们工作生活的酸甜苦辣。

2000年后，随着盐田国际码头泊位的陆续增加，进出口吞吐量逐年攀升，对整个物流行业的需求呼之欲出，于是，越来越多的人开始加入到物流大军中。

2005年前后盐田的物流行业已经初具规模，物流公司老板大

With reform and opening-up going on during the past forty years, tremendous changes have taken place in China. While the tide of history surging forward, Shenzhen has changed dramatically and developed from a tiny obscure fishing village into a cosmopolitan city.

I was born in the 1980s and have listened to stories about the reform and opening-up policy since I was a kid. In my point of view, Shenzhen is a place of courage and great efforts. After graduating from Huazhong University of Science and Technology in 2003, I first went to Guangzhou and then came to Shenzhen in 2005, where I worked in the financial, high-tech and logistics industry in succession. Growing from a simple college graduate into a married career woman during the past thirteen years, I have witnessed the rapid development of Shenzhen. Shenzhen, on the other hand, also witnessed my growth.

Since I lived at Shatoujiao for thirteen years and has a memorable work experience in the logistics industry, I would like to talk about the stories related to the industry's development.

The first people I met in this industry were the order handlers. Every day, they rode an electric bike and rushed among the logistics companies, storage yards and shipping companies.

Later on, I got to know some freight forwarder companies who were busy communicating with ship-owners and shippers.

Afterwards, I met some drivers, car owners and bosses of logistics companies. By then, I fully understood the logistics industry, the people as well as their joys and sorrows.

Since 2000, Yantian International Container Terminals have built more and more berths and the throughput of imported and exported cargo keeps increasing year by year. As a result, the demand for logistics surged and an increasing number of people began to work in the industry.

In 2005, the logistics industry in Yantian gradually took shape and most of the logistics company bosses were people who used to be drivers. They affiliated some trucks to other logistics companies or bought them some trucks, and then expanded

多是曾经开车的司机出身，模式大多是在物流公司挂靠和供购几台车，自己开拓业务或接二手、三手单，然后逐渐干起来，多为兄弟、夫妻档，而且条件极为简单。我印象中当时物流公司的办公场所很简陋，多数集中在堆场、停车场，几个简易板房或是集装箱货柜，路边到处都是停放的货车。看到很多都是在临时用地上圈，搭建几间板房，或是堆放几个集装箱就算是开业了。而且港区外部的通行道路仅有一条，路况交差，更像现在这种集中的停车场。

而当时物流行业外部环境也较为复杂。那时收费项目多、乱收费现象严重、管理措施少。2009年前，国家还没取消公路养路费的征收；2013年前，各大船公司仍要交纳30元/次打单费、挂车仍需强制投保交强险等；商业交易的主体诚信差、纠纷多，也没有配套的管理措施，对物流行业的支持政策也相对滞后……

无疑，这些都给物流公司和车主增加了管理及运营成本，很多微小物流公司几乎都在夹缝中生存。

如今，国家早已取消了公路养路费的征收以及减免和降低相关税费，同时经过政府主管部门和行业协会的努力，撤除了梧桐山、盐田坳隧道的收费站，也减免了不少不合理的非行政收费项目。同时，盐田已经开始建设建成了多个物流大厦、园区、拖车配套服务中心；还新建了多所中学，解决了物流人的子女受教育难题；更是培育和认定一批又一批的重点物流企业，出台了一系列促进港口物流业高端化发展的措施，鼓励物流企业申请总部认定，汇聚“五商五流”打造盐田总部物流创新基地集聚区，构筑保税物流商贸基地、打造冷链物流绿色基地、发展“互联网+物流”创新基地等。

2012年，深圳市政府成为首个将现代物流业作为支柱产业的都市，物流产业规模开始保持高速发展态势。深圳逐步形成一整套相对完整、不断优化的物流政策体系，为深圳现代物流创新发展提供了可靠保障。

2014年1月，由盐田起步的物流公司深圳市海格物流股份有限公司成功登陆全国中小企业股份转让系统（即“新三板”），这家作为代表的物流公司登陆资本市场，标志这个行业已经逐步在向规范化和规模化的方向迈进。

而我在去年因为个人原因，离开了熟悉的物流行业，来到了盐田港集团下属公司拖轮公司工作。虽然离物流运输行业稍有距离，但多年的经历和情愫始终萦绕，作为曾经的物流人，我还在持续关注这个行业的发展与变迁。

港口和物流在整个产业链中处于上下游的关系，而我作为拖轮公司的成员，我会关注物流行业的同时，在自己平凡岗位上继续发扬工匠精神，牢固树立服务意识、专业意识，学习新技术、新技术，见证这两个行业的发展和繁荣，并努力做出贡献。

党的十九大以后，中国再次进入新时代、新起点的征程。深圳作为改革开放的代表城市再次说明了：经过40年的改革开放，我们的国家，不论在政治、经济、文化等等各个方面都发生了沧桑巨变；40年的光辉历程，也成就了不计其数的深圳人、中国人的梦想！

初心不改，未来可期。

最后我要说的是：深圳，这座中国南海边上的明珠，现代城市建设史上的奇迹，我已深深地爱上了你，我也衷心地祝愿你的明天变得更美好。

business or dealt with second- and third-hand orders by themselves. Many of them started business with their spouse or brothers and succeeded in such difficult conditions. As far as I can remember, the offices of the logistics firms at that time were quite humble, most of which were prefabricated houses or containers located in the storage yards or parking lots and surrounded by container trucks. Some of them just built some simplified prefabricated houses or piled up several containers temporarily and then started their business. What's more, the only one road outside the ports were also in bad conditions, leaving the place as chaotic as the modern centralized parking lots.

Meanwhile, the logistics industry at that time faced a complicated external environment full of various fees and arbitrary charges but few control measures. The government did not cancel the road tolls until 2009 and before 2013, the shipping companies had to pay 30 Yuan every time they picked up the containers at the ports and buy vehicle insurance for the trucks they bought for the shipping companies. Furthermore, they were often involved in disputes with dishonest business partners since there were no corresponding regulations to protect them and the government's supporting policies were backward.

Undoubtedly, all the above factors pushed up the administrative and operational costs of the logistics companies and the car owners, leaving many small logistics firms struggling for survival.

Nowadays, the national government has abolished the road toll and remitted or lowered related taxes. Thanks to the hard work of the government departments and industry associations, the toll booth at the Wutong Mountain Tunnel and the Yantian'ao Tunnel were removed and many unreasonable non-administrative charges were canceled. In the meantime, a number of logistics halls, parks and container tractor service centers have been built at Yantian District. The government set up some middle schools for the children of people working in the logistics industry and propped up dozens of key logistics enterprises. A series of measures have been taken to promote the high-end development of port logistics industry and encourage the logistics firms to apply for the recognition of the headquarter. Suppliers, dealers, buyers, agents, service providers have gathered there with logistics, customers, businessmen, funds and information to establish logistics innovation bases, bonded trade and logistics bases, cold-chain logistics environmental-friendly bases and "Internet+ logistics" innovation bases.

In 2012, Shenzhen became the first city with the modern logistics industry as the pillar industry and the industry scale expanded with a fast pace. The policy system for the logistics industry were gradually completed and optimized, which provided guarantee for the modern logistic industry in Shenzhen.

In January 2014, Shenzhen Hercules Logistics Incorporated, a representative logistics firm that started business at Yantian District, was listed in the National Equities Exchange and Quotations and successfully entered the capital market, indicating that the industry was becoming more standardized and normalized.

Last year, I left the logistics industry for personal reasons and came to work at the Shenzhen Yantian Tugboat Company under Yantian Port Group. Although the shipping industry is little different from the logistics industry, I still concern myself with the logistics industry and will continue to pay close attention to the development of it.

Since the ports and logistics are the upstream and downstream industry in the whole industrial chain, I will dedicate myself to the industry and work hard as an employee at the Shenzhen Yantian Tugboat Company while paying more attention to the logistics industry. To contribute to the development and prosperity of the two industries, I will strive to be service-minded and professional and learn new techniques and skills.

After the 19th CPC National Congress, China has entered a new era and a new starting point for development. The status quo of Shenzhen, the pilot city of China's reform and opening-up, again demonstrates that great changes have taken place in China's politics, economy and culture during the past forty years of reform and opening-up. Moreover, the glorious development of Shenzhen and the country during the past 40 years has also enabled numerous people to realize their dreams.

As long as we remain true to our original aspiration, our future must be bright and promising.

Last but not least, I would like to say that I have fallen in love with Shenzhen, the pearl city along the coastline of South China Sea and a miracle in the history of modern cities. I sincerely wish Shenzhen a more prosperous future!

# 大山里彝家女的海港烙印

THE IMPRINT OF YANTIAN PORT ON A GIRL  
OF YI FROM THE MOUNTAINS

文 寰 汕 公 司 王 萍  
By Shenshan company wang ping

我出生在云南绿汁江畔彝家的大山里，生长在改革开放的浪潮中。

记得小的时候，爸爸妈妈忙着上班挣钱养家，无暇顾及我们兄妹的学习及生活，我们经常跑到农民的油菜地和蚕豆地里捉蜻蜓和偷吃蚕豆，弄得满身泥土，手脚的指甲缝里全沾满了泥土，衣服也是好几天才换一次，不记得多长时间才洗一次澡，只记得很长时间妈妈才会带着我和姐姐到很多人的大澡堂洗一次澡，一洗就是两个小时，那种澡堂出来像出水芙蓉的感觉，我至今都能记得很清晰。

记得爸爸妈妈白天上班，晚上还要开会，我家三兄妹基本处于“放养”状态，做作业，洗衣服，整理家务都是我们自己完成。爸爸妈妈一个月挣的钱全作家用，还要赡养年迈的外公，那个年代，吃肉要肉票，穿衣要布票，吃大米要粮票。一个月能吃到两次肉是非常奢侈的事了，妈妈非常有计划地开支着辛苦挣来的一个月工资，尽管如此，到了月底，基本生活也非常紧张。那时物质生活很匮乏，只能吃饱，就谈不上营养了，但我家三兄妹却长得很健康，得益于爸爸每天上班开完晚会，很晚了还会到离家不远的绿汁江捕鱼，爸爸常常会带回来几条活蹦乱跳的鱼，然后妈妈会熬成雪白的浓浓的鱼汤，将我和哥哥姐姐从噩梦中叫醒，让我们喝浓浓的鱼汤补充营养。

我们最怕的就是放暑假开学的日子，学校交学费了，哥哥，姐姐和我都非常担心爸爸妈妈拿不出钱给我们交学费而辍学，爸爸妈妈每到这个时候，也会到街坊四邻去借钱为我们三兄妹交学费读书，而后的几个月又得节衣缩食还借的钱。

I was born at a Yi family in the mountains along Lvzhi River in Yunnan province and grew up among the waves of reform and opening-up

I remember that when I was young, my parents were so busy working to feed the family that they did not have the time to pay attention to the study and life of me, my sister and my brother. As a result, we often ran into the peasants' rape fields and broad bean fields to catch dragonflies, stole and ate broad beans, ending up with ourselves covered by dirt, mud under the fingernails of our hands and feet. We did not change our clothes without several days passing; I do not remember how often we take a shower; all I remember was that after a long time, my mother would take me and my sister to the large bathhouse crowded with people, washing for two hours each time. About this, it etches on my mind that when we got out of the bathhouse, we were as clean as a lotus just coming out of the mud.

I remember that as my parents work at daytime and even had meetings at night, we three were basically free-range kids, doing homework, washing clothes and doing chores all by our own. My parents' incomes were not only used to cover our living expenses but to take care of my old grandfather. That was the time when you needed meat coupons for meat, cloth coupons for clothes and food coupons for rice. Therefore, it was such a luxury to eat meat twice a month. Even though my mothers had a meticulous plan for their sweat money each month, we still struggled to meet our basic necessities. That was a time of material scarcity when you can only hope for filling your belly, let alone nutrition. But all the three kids in our family grow up healthy because my father went to the Lvzhi River not far from our home to catch fish every day after his meeting ended at night. My mother would make thick and milky white soup out of the several frisky fish my father often brought home and woke me, my sister and my brother up to drink the fish soup as supplement.

Our toughest time came at the end of the summer holiday when we started to go to school and have to hand in our tuition. My elder brother, my elder sister and me were all concerned that we would quit school as my parent could not afford our tuitions. My parents, each year at this time, would went to the neighbors to lend money for our schooling and then cut the expenses on food and clothes to return the money within the several months following.



## 改革开放的春风吹进大山

1979年，改革开放的春风吹到了我的家乡，那时，我对改革开放并没有什么概念，写作文时，开头总是写着“自从党的十一届三中全会以来”、或者“伴随着改革开放的春风”，“我的家乡发生了巨大的变化”。当时，并不知道十一届三中全会是什么政治概念，包含着怎样的意义，只是当时写作文时都是这样的开头，千篇一律的模仿，但有一点可以肯定，那就是从那时起，我的家乡发生了非常大的变化，我们的生活丰富了，不再需要布票、油票、肉票、粮票，就可以买到很多东西，我的家也从一无所有，到有了一个微小的电视机，电视机前还有一个放大镜，每每晚上7点钟，我家那个小小电视机就会放在院子里，邻里的乡亲就会围坐在我的院子里看电视连续剧《霍元甲》，而且大家都会争坐在中间，如果坐在边上，电视里的人就会走样变形。

在改革开放的年代，我们的国家也发生了翻天覆地的变化，十一届三中全会上提出的一条“对内改革，对外开放”的战略决策，是新中国成立以来第一个以开放为主题的国策。这一政策改变了中国长久以来对外封闭的局面，改善了国际形象，使得国民收入大幅提高，物质生活大为丰富，生活水平迅速提高，不止是吃上了大米白面，还用上了冰箱彩电。

## 大山里的彝家女考上大学

在文化教育相对落后的大山里，父母一辈子守护着大山，过着平淡的日子，养育着我们兄弟姐妹。知识的匮乏，技术的落后和精神世界的狭隘与封闭，使他们失去了改变个人命运的机会。在大山的世界里，我努力学习文化知识，盼望能有一天能凭借知识的力量走出大山。

## The spring breeze of reform and opening-up blowing into the mountains

In 1979, the spring breeze of reform and opening-up also found a way to my hometown. At that time, reform and opening-up was only a blurry concept in my mind even though I often wrote "Since the 3rd Plenary Session of the Eleventh Central Committee of the Party", "With the spring breeze of reform and opening-up blowing" or "My hometown has undergone great changes" at the beginning of my composition. I had no clue about the political concept of the 3rd Plenary Session of the Eleventh Central Committee or the meaning behind it. I wrote that only because all the compositions had that similar beginning and I was imitating. But there was one thing to be sure of, that is, even since then, my hometown did experience enormous changes and our life had access to more resources. We no longer needed cloth coupons, oil coupons, meat coupons or food coupons but still can buy much more things. My family also got rid of the destitute life and bought a tiny little television, which had a magnifying glass placed in front of it. Every night at 7 o'clock, we would move the little television into the yard so that our neighbors could sit around it to watch the TV series "Huo Yuanjia". Everyone wanted to sit in the middle of the television because those sitting on the side would see the people in the television distorted.

At the times of reform and opening-up, our country also witnessed earth-shaking transformations. The 3rd Plenary Session of the Eleventh Central Committee laid out a strategic decision to "reform at home and open up to the outside world", the first state policy themed by opening up since the founding of the new China. This policy transformed the China that kept closed to the outside world over a long time, improved China's international image, greatly elevated the income of the Chinese people, intensively enriched people's material life and rapidly improved people's living standard, due to which we could not only eat rice and white flour but started using refrigerator and color television.

## A Yi girl from the mountains admitted to university

In the mountains where cultural education was relatively backward, my parents led a simple life with the mountains throughout their lifetime and raised my brother, my sister and me. The scarcity of knowledge, backward technology and the narrow, closed spiritual world took away their opportunity to rewrite their fates. Living in the mountains, I studied hard to learn knowledge and yearned to walk out of the mountains by virtue of knowledge.



我如愿考入了大学。在大学，正值十三大提出有计划商品经济。为了减轻父母供我读书的经济压力，我发明信片，用学校每月补助少数民族的饭票剩下来的部分，到学校门口换大饼、面条（在过去原来这都属于投机倒把的）。我在大学里努力学习，参加各项课外活动，珍惜着这来之不易的生活……

1984年，邓小平首次来到深圳。为经济特区的发展和全国改革开放指明了方向。盐田—这个地处大鹏湾畔，偏僻、荒凉、静寂、封闭的小渔村，也在邓小平所指引的方向、在改革开放涌动的春潮声中悄然苏醒。正当深圳经济特区建设如火如荼的时候，中共深圳市委、市政府和交通部把目光投向了大鹏湾，决策在这里建设世界大港。在那个激情燃烧的岁月里，一批港口建设者们在大鹏湾畔六公里的海岸线上，开始了一场愚公移山、艰苦卓越的创业历程，那时，中日政府达成了日元低息贷款，给盐田港的开发建设带来了机遇。据说，当时的日元贷款，是由当时建设者领导千辛万苦到北京取到了日元贷款的支票，然后将支票缝在自己的内衣裤里带回盐田港的，也忘了过去我是从哪听来的，但这个创业励志的故事却永久烙在了我的心里，从此，盐田港开发建设的壮丽乐章拉开了序幕，一个蔚蓝的梦在这里孕育而生……

1992年邓小平第二次南巡视察深圳，党的十四大正式提出了中国经济体制改革的目标是建立社会主义市场经济体制，从此，深圳在全国率先建立起社会主义市场经济体制的基本框架，实行“引进来”和“走出去”相结合，对外开放水平进一步提高……

1992年7月21日，大山里的彝家女也卷入了这场改革开放的洪流中，那天，当我背着行囊从大学校园乘坐了三天三夜的火车到达深圳罗湖火车站时，大雨已将夕日改革开放对外的窗口——罗湖火车站淹没了一米多深，我在一个好心路人的帮助下，渡水坐上了开往盐田的大巴，穿越了我过去从未见过如此长的盐田隧道，来到了盐田，来到了孕育我蔚蓝梦想的家园——盐田港……

我有幸加入了盐田港第一批全国招聘的会计专业人才招聘，成为了盐田港大家庭成员。一同经历和见证了盐田港以80万元起家，努力摆脱计划经济的传统模式，探索一条全新的建港之路……盐田港人置身于深圳改革开放的浪潮中，以最短的时间、最少的投入、最佳的模式，经过33年的奋力拼搏，终于建设成为如今举世瞩目的国际大港，经营效益优良，利润总额连续十多年超过10亿元，成为世界集装箱单体第一、一颗耀眼的“南方明珠”……



I realized my dream and was admitted into the university. When I was at university, the 13th National Congress put forward planned commodity economy in which resources was allocated by governments. To ease the economic pressure of parents from affording my schooling, I sold postcards and used the remaining meal coupons distributed by the university each month as the subsidy for the minority to trade off pancakes and noodles (this was regarded as speculation back then). Besides, I studied hard and participated in various extracurricular activities as a method to cherish the hard-won life...

#### A Yi girl becoming a member of Yantian Port

1984 witnessed that Deng Xiaoping visited Shenzhen for the first time and set the direction for the development of special economic zone and for national reform and opening-up. Yantian – a small, remote, stark, quiet and closed fish village sitting at the Mirs Bay, also came to itself in the spring tide aroused by the direction set by Deng Xiaoping and reform and opening up. Just as the construction of the Shenzhen Special Economic Zone was in full blossom, the Central Party Committee of Shenzhen Municipality, People's Government of Shenzhen Municipality and the Ministry of Transport turned their eyes to the Mirs Bay and decided to construct a world-class port there. At the time when people were driven by their enthusiasm to develop the country, a group of port builders embarked on an entrepreneurial journey that was brimming with tough work and required the unwavering determination to surpass every difficulty at the six-kilometer-long coastline of the Mirs Bay. At that time, the low-interest loan of Yen reached between Chinese and Japanese governments presented an opportunity for the development and construction of Yantian Port. It is said that to secure the yen loan, the builders went through innumerable hardships to get to Beijing for the cheque of the loan and brought it back to Yantian Port with the cheque soon into his underwear. I do not remember from where I got know of this story but the inspirational story of entrepreneur was imprinted on my mind permanently. From then on, the magnificent movement of developing and constructing Yantian Port kicked off and a blue-dream was incubated here...

In 1992, Deng Xiaoping visited Shenzhen in his second southern tour and the 14th National Congress officially proposed that the goal of China's economic system reform was to put in place a socialist market economic system. Since then, Shenzhen had taken the lead in establishing the basic framework for the socialist market economic system. The combination of "bringing in" and "going out" further enhanced the level of opening-up to the outside world...

On July 21, 1992, the daughter of a Yi family from the mountains also got involved in the torrent of reform and opening up. That day, with my luggage on my back, when I reached Shenzhen Luohu Railway Station after a train riding of three days and three nights from my university campus, the pouring rain had inundated the window of opening up to the outside world – Luohu Railway Station by more than one meter. With the help of a kind passerby, I crossed the water and managed to take the bus to Yantian. After the bus crossing through the longest tunnel I had ever seen – Yantian Tunnel, I arrived at Yantian, arrived at the home that gave birth to my blue dream – Yantian Port...

I was privileged to pass the first test for accounting professionals of Yantian Port that intended to recruit talents nationwide and became a member of the big family of Yantian Port. I experienced and saw that Yantian Port started out with 800,000 yuan, endeavored to cast away the traditional pattern of planned economy, explored a fresh new path of constructing the Port... Being part of the currents of Shenzhen's reform and opening-up, people in Yantian Port, with the shortest time, least investment and best pattern, finally built a world-class port that now catches the attention of the world with its excellent operational performance and the overall profits exceeding 1 billion yuan for over ten consecutive years, standing as a stunning "southern pearl" that has the largest container throughput in the world...

#### Personal development and the glorious path of Yantian Port

In July 1992, I was still a young and green student. The picture of me smiling when standing on the top of the water tower at Yantian Port froze a moment in the glorious development of Yantian Port, and recorded the splendor of Yantian people who went through hardship and work with the determination and stamina to move away a mountain and fill up the ocean in the early days of building the Port when the reform and opening-up in Shenzhen marked its 40-year anniversary. The sharp contrast between the Yantian Port behind the young student 26 years ago and



▲ 2012年盐田港区全景图

### 个人发展定格盐田港光辉历程

1992年7月还是学生稚嫩而青涩的我，站在盐田港水塔顶上留下的笑容，定格了盐田港光辉的发展历程，记载了盐田港人在深圳改革开放40年建港之初的艰辛、移山填海的壮丽。26年前她身后的盐田港，和现在辉煌壮观的盐田港相比，就足以激励盐田港人奋发努力，不断开拓进取，去续写更加崭新的篇章……

沐浴在改革开放阳光下的我，生活在温馨的盐田港大家庭里，我无时无刻不感受到在盐田港温暖的臂膀下给我带来的幸福感和成就感，我努力地工作者、快乐地生活着，并随着盐田港的不断发展壮大而发展着自己的事业、生活、家庭和孩子，2017年我的儿子考入了中国最高的音乐殿堂——中央音乐学院，发自内心的感谢那位高瞻远瞩、真知灼见的老爷爷——邓小平给了我及我的后代这样的契机，感谢深圳融入了我，感谢盐田港培养了我及我的孩子！

40年改革潮涌，40年沧桑巨变，深圳方方面面都在发生着巨大的变化，今天的深圳，已成为一座具有影响力的国际性都市，从国贸到赛格，从地王到京基，更有那将要崛起的平安国际金融中心；从万科到腾讯，从华为到比亚迪……深圳拥有全球第三大集装箱港、亚洲最大陆路口岸、中国五大航空港之一，拥有华为、招商、平安、腾讯、万科、正威、恒大7家世界500强企业……

这座屹立在中国南方的“东方之珠”，散发出了那熠熠生辉的光芒。

我爱您—中国  
我爱您—深圳  
我爱您—盐田港

today's brilliant and magnificent Yantian Port is more than enough to motivate Yantian people to work arduously and keep forging ahead with the aim to write a new chapter for Yantian Port...

Bathed under the sunshine of reform and opening-up and living in the big, warm family of Yantian Port, I have never gone with one moment when I do not feel the happiness and sense of achievement brought by the warm arms of Yantian Port. I'm working hard and leading a happy life in the process of developing my career, enjoying my life, the time with my family life and my children as following the step of an increasingly stronger Yantian Port. In 2017, my son was admitted by the best conservatory of music in China – Central Conservatory of Music. My heartfelt gratitude goes to the visionary and insightful old grandpa – Deng Xiaoping who offers these opportunities for me and my later generations, to Shenzhen, a city that become part of me, and to Yantian Port, which nurtures me and my children!

40 years of reform and 40 years of profound changes have seen Shenzhen transform in every aspect. Today's Shenzhen has become an influential international metropolitan. It boasts an array of world famous finance centers including International Foreign Trade Center, Sog Plaza, Diwang Mansion, Kingkey Finance Tower and Ping An International Finance Centre; it is home to many prestigious enterprises such as BYD and seven of them, including Huawei, China Merchants Bank, Ping An Insurance, Tencent, Vanke, Amer, Hengda are listed among Fortune Global 500; it has the third largest container port in the world, the largest land border port in Asia and one of the five largest air harbors in China...

The "Pearl of the Orient" situating at southern China gives out brilliant glow.

I love you – China  
I love you – Shenzhen  
I love you – Yantian Port



## WUTONGSHAN TUNNEL WITNESSES THE DEVELOPMENT OF SHENZHEN

# 梧桐山隧道 守望深圳发展



文/ 陈春虹  
By Chen Chunhong

深圳，一座充满奇迹的城市，每天都在发生着新的变化。每当我走在这座熟悉而又陌生的“不夜”城，那繁华的街道、不息的车流，不断更替的深圳地标，就不由勾起我对昔日深圳的回忆。

1983年我随中国人民解放军基建工程兵第802团进入深圳，当时的深圳从上海宾馆往西一直到南山到处都是荒山野岭。昔日的深南路不过十几米宽，雨天道路泥泞。如今的深南大道路面平坦、绿树成荫、花开四季、美景如画，道路两侧高楼林立，深南大道举世闻名。我先后参与了上步工业区、八卦岭工业区、边防二线等等工程项目的建设，也先后加入西丽湖度假村和深圳梧桐山隧道的运营管理。

1987年10月以前，沙头角到深圳市区只有一条盘山公路，大一点的车辆行走困难，制约了沙头角和深圳东部地区的发展。梧桐山隧道开通后，天堑变通途，给沙头角和深圳东部地区带来了翻天覆地的变化。梧桐山隧道在改革开放的沃土中诞生，也为深圳的建设和发展昼夜守望、服务。

在深圳改革开放40周年来临之际，作诗一首以歌之——

梧桐山隧道  
像一条蜿蜒的彩虹  
从梧桐山的身躯穿过  
没有血痛的记忆  
只有欢畅的从容  
  
每天行走在这里  
我都会闭目倾听  
大山的呼吸

In Shenzhen, a city full of wonders, changes are taking place every day. Whenever I walked in this familiar but also unfamiliar "sleepless" city, watching the bustling streets, the ceaseless traffic flows and the ever-changing landmarks, I couldn't help but recall my memories of Shenzhen in the old days.

In 1983, I came to Shenzhen with the 802th Regiment of the Capital Construction Engineering Corp of People's Liberation Army. At that time in Shenzhen, it was the wildness for the area from Shanghai Hotel extending westward to Nanshan. Shennan Road was only a dozen meters wide and would be muddy in rainy days. Today's Shennan Boulevard is, however, world-famous. It is smooth and along both sides are green trees, various flowers, picturesque scenery and high-rise buildings. I have participated in the construction of the Shangbu Industrial Zone, the Baguoling Industrial Zone, the Second Line of Frontier Defense, etc., and also took part in the operations management of Xili Lake Resort and Wutongshan Tunnel.

Before October, 1987, there was only one winding mountain road between Shatoujiao and the downtown of Shenzhen. The development of Shatoujiao and the eastern part of Shenzhen were restricted because it was difficult for large vehicles to get those places. When the Wutongshan Tunnel was open to traffic, it brought earth-shaking changes to Shatoujiao and the eastern part of Shenzhen. The Wutongshan Tunnel was built in the period of Reform and Opening up, and witnessed and served for the construction and development of Shenzhen.

May I write a poem to dedicate to the 40th anniversary of Shenzhen's Reform and Opening up—

The Wutongshan Tunnel  
Is like a winding rainbow,  
Going through the body of Wutongshan.  
Without the memory of bleeding and pain,  
But only the sense of happiness and calm.  
  
Every day walking around here,  
I close my eyes, listen  
The breath of the mountain  
And the heartbeat of the tunnel,  
And enjoy the happiness brought by  
Such familiar rhythms.

At one time,

隧道的心跳  
享受这熟悉的节律  
所带来的愉悦

曾几何时  
我们的祖先人  
从罗湖到沙头角  
是在大山里绕行  
盘山而上  
而又盘山而下

三十年前  
深圳第一条现代化公路隧道  
梧桐山隧道  
伴着改革开放的春天  
迎难而上  
在深圳这片沃土开通运行

梧桐山隧道  
陪伴深圳度过了  
风雨彩虹三十年  
看昔日的边陲小镇  
已成为中国改革开放的明珠  
梧桐山隧道的建设运营  
诉说深圳奇迹与速度

我们  
深圳的盐田港人  
为隧道的养护  
为隧道的畅通  
为市民的出行  
披星戴月日夜守望

我们  
盐田港的隧道人  
三十年风雨兼程  
三十载聚力前行  
隧道人的精神在传承  
不忘初心 牢记使命  
我们  
深圳盐田港的隧道人  
祝愿  
隧道的明天更美好  
盐田港的明天更美好  
祖国的明天更美好

From Luohu to Shatoujiao,  
Our forefathers  
Detoured in the mountains,  
Spiraling up to the peak,  
And spiraling down to the foot.

Thirty years ago,  
Wutongshan Tunnel,  
The first modern highway tunnel,  
Was built in Shenzhen regardless of all difficulties.  
During the good time of  
Shenzhen's Reform and Opening up.

The Wutongshan Tunnel  
Has accompanied Shenzhen for thirty years,  
Witnessing all the difficulties and successes.  
The past small fishing village has become  
A bright pearl during the period of Reform and Opening up.  
The construction and operation of Wutongshan Tunnel  
Demonstrates Shenzhen's wonder and its speed of development.

We,  
The guardians of Yantian Port in Shenzhen,  
Exert ourselves day and night  
To maintain the tunnel,  
To clear the way,  
And to facilitate citizens' travel.

We,  
The guardians of the Tunnel in Yantian Port,  
Have marched forward together  
Regardless of hardship for thirty years.  
The spirit of the guardians of the Tunnel is inherited.  
We remain true to our original aspiration  
And keep our mission firmly in mind.

We,  
The guardians of the Tunnel in Yantian Port, Shenzhen,  
Work for  
A better tomorrow for Wutongshan Tunnel,  
A better tomorrow for Yantian Port,  
And a better tomorrow for motherland China!





## 惠盐人用勤劳 书写发展华章

文/惠盐高速 苟雯雯  
By HuiYan high speed Gou Wenwen



PEOPLE OF HUIYAN  
CREATING SUCCESS STORIES

四十年，足够漫长；四十年，又极为短暂。但它终究要成为一段历史。而这段历史，又恰恰是五千年华夏文明最辉煌的其中一部分。英雄创造的历史，只是历史的骨架和轮廓；民众创造的历史，才是历史的筋脉和血肉。回望四十年的改革开放，让我们留在记忆里的，不应仅仅是排列整齐的数字，也不应仅仅是庄严肃穆的大事记，而应该是一个个写满梦想与希望的人生，一段段记载着时代印痕的故事。

1991年，惠盐高速应运而生。二十七年来，惠盐人在中国共产党领导下，积极探索，团结协作，发扬解放思想、改革开放的精神，凭借着“摸着石头过河的态度”，坚持一步一个脚印，从点点滴滴做起，踏踏实实地工作生活。它用一颗最质朴、热情的心迎接着一个个挑战、成功，用勤劳、智慧书写着当代中国发展进步的精彩故事，为改革开放四十周年增添光彩！

### 日益壮大的惠盐

如今的惠盐，年收入从以往的三千多万增加到现在的上亿元，这不仅是一个数的变化，也是一个质的飞跃！员工岗亭设施从冬冷夏热的木质房转变为冬暖夏凉的空调房；从手工撕票到电脑自动出票；员工福利方面也逐步改善，住房、吃饭、社保……同时，员工素质也有所提高，从最开始的初中水平到现在的中专以上水平，这些跨越，正是由于党的政策的积极推广，促使了人

Forty years is long enough, while it is so short at the same time. However, it will eventually merge into the river of history. And this period of history is precisely one of the most brilliant parts of five thousand years of Chinese civilization. The muscle and blood of history are not made up of the history created by heroes, which is just the skeleton and outline, but that created by the masses. Looking back over the 40 years of reform and opening up, what comes to our mind should not be just sequences of figures, nor should it be merely a series of solemn events. Instead, it should be lives filled with dreams and hopes and stories in which the impression of time is recorded.

Huiyan Expressway Co., Ltd. arose at an opportune time in 1991. Over the past 27 years, under the leadership of the Communist Party of China, Huiyan people have been living their lives and doing their jobs in a down-to-earth manner, starting with small things and step by step with active exploration, solidarity, spirit of mind emancipation and reform and opening up, and attitude of "wading across the stream by feeling the way". With pure enthusiasm, diligence, and wisdom, Huiyan has been overcoming numerous challenges, pursuing success, and weaving the brilliant story of the development and progress of contemporary China, adding to the splendor of the forty years of reform and opening up.

### A Growing Huiyan

Great changes have taken place in Huiyan. Today, the company has managed to raise its annual income from 30 million yuan in the past to the current hundreds of millions of yuan, which is not only a change of figure but also a qualitative leap! The watch houses for the employees have been changed from wooden rooms that are hot in summer and cold in winter to air-conditioned rooms that are cool in summer and warm in winter. Ticket issuance has been computerized. And employee benefits have been gradually improved, including housing, food, and social security. Meanwhile, the quality of the staff has also been enhanced, the minimum education degree of

们法制观念的健全，带动了人的进步，社会的进步，从而更好地带动员工为人民服务，为社会服务！这点点滴滴，从无到有，从有到壮大，从壮大到经典，都是惠盐人用勤奋的双手创造出来的！

俗话说：“没有规矩，不成方圆”。每个企业都有着属于自己的企业文化、管理制度。SARS侵袭，我们万众一心，拼搏坚持，筑建起了一道健康城墙；北京奥运会，我们用文明礼貌、自信热情展现了当代中国的风采；抗震救灾，我们举全国之力，支援灾区，谱写了一曲爱与奉献的赞歌；H1N1流感，我们镇定自若，有条不紊地用行动表明：胜利就在前方！2008年汶川地震的灾难时刻，公司立刻行动起来，将慰问金送到每一名受灾员工手中。员工们感动万分，收到的不仅仅是物质上的援助，更是心灵上的慰藉。公司“为员工办实事”——前舍添置空调、洗衣机、更换液晶电视、为一线员工上调工资待遇、改善收费现场工作环境……这一份份温情的关爱，让我看到了全体员工“精神抖擞、意气风发”的工作状态；看到了“服从管理、奋发向上”的积极心态；看到了“规范高效、科学发展”的良好势头。四十年的改革开放，四十年的沉淀，让我们更加关注民生问题，更加关注社会公正，更加关注公益事业。九年义务教育免费让农村孩子人人能上学；网络热议，舆论压力让一批敏感事件得以公正解决；每一年的“感动中国”评选，让我们学会感恩，学会奉献。所有这一切，都是“和谐社会”的最好证明！我想，这同时也是“惠盐”企业文化、管理文化、员工精神最本质、最精彩的体现！一个优秀的企业，它心中的“人”字会越写越大，企业牵连着员工，员工建树着企业，这样的企业发展一定是健康的、可持续的、最具核心竞争力的！

### 砥砺前行的惠盐

四十年，斗转星移；四十年，千变万化。2018年的盛夏，改革开放的四十周年，与此同时，惠盐人也迎来二十七周岁的生日。二十七个冬去春来，惠盐的全体员工，爱岗敬业，克己奉公，吃苦耐劳，脚踏实地，虚心、细心、耐心，让他们懂得：团结就是力量！规范、和谐、高效，让他们了解：“管理”的精辟所在！发扬“干一行爱一行，干好一行”高尚的职业道德情操，奉献自己的青春，奉献自己的才智，高质量地服务人民，服务社会经济，为创建效益深圳，和谐深圳贡献了一切力量！

惠盐人时刻准备着：锐意进取，敢闯敢试，将管理创新与建设发展落到实处，坚持“规范化、制度化、精细化、人性化”管理；坚持“以人为本、安全第一、预防为主”的工作方针；坚持“从精、从细、从严”的工作作风；发扬“求真务实、开拓创新、争创一流”的企业精神，发展港口，为社会进步提供高品质服务，是它全方位运作的一根标杆。出发是为了改变，是为了开始，是为了健康，是为了爱，是为了实现梦想，是为了开创无限的明天！我们深信，惠盐的二次创业，惠盐人将迈着更加坚实的步伐，一路高歌，一路顺畅，让惠盐公司这面企业典范的旗帜，永远在上空高高飘扬，再创辉煌！这才是惠盐人自己真正的骄傲！

此刻，蓝图已出，奋进当前。作为惠盐人，我们会一如既往地勇于创新，不为任何干扰所动，继续发奋图强，把革命前辈开创的伟大事业推进向前，为中华民族的伟大复兴写新的篇章。我们坚信：我们国家的明天一定会更加美好，惠盐的明天也一定会更加灿烂精彩！

which has changed from lower secondary education to the upper. These leaps, benefiting precisely from the positive popularization of relative policies made by the Party, help people to understand the legal system better and lead to the progress of the society, so as to further drive the staff to serve the society. These drabs and drabs are created by Huiyan people with diligence, from nothing to something, from birth to development, and to maturity!

As the old saying goes, nothing can be accomplished without norms. Each enterprise has its own corporate culture and management system. Nurtured with the culture, we have made great contributions to society. At the time of the SARS attack, we united as one, worked hard and persevered, managed to build barriers against the disease; during the Beijing Olympic Games, we demonstrated the grace of contemporary China with civility, self-confidence, and hospitality; when the earthquake occurred, we were actively involved in the rescue efforts to support the disaster areas, orchestrated into an ode to love and devotion; during the H1N1 flu outbreak, we calmly and methodically showed with practical action that victory was within reach. When the 2008 Wenchuan earthquake occurred, our company immediately took action and sent the consolation money to each of the affected employees. The employees were deeply moved for what they had received was not only material assistance, but also spiritual solace. Besides, the company has done practical things for the employees—dormitory air-conditioning, purchase of washing machines, replacement of old TVs with LCD ones, raising salaries for front-line employees, improving the on-site working environment, etc. All the tender loving care makes me foresee the "energetic and spirited" working state of the staff who are hard-working and comply with the management, and the prospective "normative, efficient, and scientifically-developing" momentum. The reform and opening up has crossed over into its 40th and we have been building up strength and storing up energy over the four decades. This experience has made us pay more attention to people's livelihood issues, to social justice, and to public welfare. The nine-year compulsory education system allows all rural children to go to school free of charge; the heated-up discussion on the Internet and the pressure of public opinion have enabled a fair solution to one after another of sensitive issues; the annual "Touching China" awards have taught us gratitude and devotion. All these are the best proves of a "harmonious society"! I think this is also the most essential and wonderful embodiment of Huiyan's corporate culture, management culture, and employee spirit. An excellent enterprise will become more and more people-oriented so that it will always be concerned about its staff and the staff will in turn spare no effort to devote themselves to the growth of the enterprise, which can be a guarantee for its sound, sustainable, and competitive development.

### Huiyan Forging Ahead for Further Progress

Over the forty years, everything has been greatly changing. In the summer of 2018, the 40th anniversary of reform and opening up, Huiyan ushered in its 27th birthday. For twenty-seven years, the staff of Huiyan has always been hard-working, dedicated, and dependable. With modesty, carefulness, and patience, they've learned that unity is strength and that the essence of "management" lies in norms, harmony, and efficiency. We love whatever we are engaged in and do our best, dedicate our youth and intelligence to serve well the people, the development of society and economy, contributing all we can to build an effective and harmonious Shenzhen.

Huiyan people are always ready to forge ahead and courageous to try different things. They lay stress on concrete things for management innovation and refinement, adhere to the management of "standardization, institutionalization, refinement, humanization", the "people-oriented, safety-first, and prevention-oriented" working principles, the "fine, meticulous, and strict" working style, and the enterprise spirit of "seeking truth and being pragmatic, pioneering and innovating, and striving for the first class". Pushing forward the development of ports and providing high-quality services for social progress are a benchmark for its full-scale operation. Departure is to change, to start, to stay healthy, to love, to realize dreams, and to create an infinite tomorrow! We are convinced that Huiyan people will take a more solid step in its second startup, so that the flag of Huiyan as a model enterprise will always fly high in the sky, and create greater glories! This is the true pride of Huiyan people!

At this moment, the blueprint has come out and is waiting for us to forge ahead. We will continue to be innovative, not to be confused by any interference, to push forward with endeavor the great cause pioneered by the revolutionary predecessors, and to write a new chapter for the great rejuvenation of China. We firmly believe that the future of our country will be even better, and the future of Huiyan will definitely be more brilliant!

FOR DREAMS AND FARAWAY PLACES:  
MY FIRST ENCOUNTER WITH YANTIAN PORT

## 为了梦和远方而来 我与盐田港的初次邂逅

文/毕立标  
By Bi Libiao

孟春三月，为了梦和远方，我来到南海之滨，来到充满活力和创新的深圳，来到了刚过而立之年的盐田港。初来乍到，内心局促不安，面对热情、善良、友好的新同事，我有了一种宾至如归的感觉。

宽心容物，虚心向善，三月有余，我耳濡目染了盐田港“宽容、和谐、责任”的企业文化，深有感触，付诸于行。盐田港的同事来自四面八方，仿佛一家，亲如兄弟姐妹。尽管有思想的差异、观念的不同、风俗文化的多元化，但同事之间通过沟通交流、换位思考，不计较或不追究，才能容忍和善待彼此之间的差异，从而互相理解，尊重对方，宽容别人。集团对待员工一视同仁：员工之间、员工与管理者之间真诚互动，诚信友爱；集团用心对待员工，员工用心对待企业，形成了一种和谐的氛围。每一位同事都有强烈的责任心，认真做好本职工作，自觉担负应承担的各种责任，一切为集团利益着想，一切为集团发展服务。

For dreams and faraway places, I came in March in early spring to the coast of South China Sea, to the vibrant and innovative city of Shenzhen, and to Yantian Port Group which had just crossed over into its 30s. I felt uneasy at first since I was new here. However, the warmth and friendliness of my new colleagues made me feel at home.

Yantian Port Group is a place with tolerance in abundance and virtue of humility. For over three months, I have been exposed to the Group's corporate culture of "tolerance, harmony, and responsibility". Although the colleagues of Yantian Port come from far and wide, we are like a family. And despite differences in thinking, ideas, customs, and cultures, we have a great capacity for mutual understanding, respect, and tolerance through communication. A harmonious atmosphere has been formed with the Group's equal treatment of the staff, the sincere interaction, the integrity and friendship among staff members and among the management and staff members. Everyone here has a strong sense of responsibility with their dedication, and activeness in doing their own jobs, all thinking of and serving the interests and development of the Group.

Keep strong sense of responsibility and devotion to our jobs. As an old saying goes, living with a virtuous person is like entering a room filled with the scent of orchids. As time goes by in this environment, you will not be able to stroll that scent because you'll have your own fragrance after a period of immersion in this atmosphere. In



▲2014年盐田港区全景图



▲2016年的盐田港

立足本职，尽心尽责。“与善人居，如入芝兰之室，久而不闻其香，即与之化矣”。部门领导和同事对待工作“精、细、严”的态度逐渐影响自己的工作。三月初，自己参与2015年集团党建与精神文明建设述职评议考核会议；四月下旬，自己协助组织集团工会工作会议；五六月期间，自己主要承担集团“两学一做”知识竞赛和“七一”表彰大会的任务。在一系列工作中，既要纵目全局，又要洞察细微，秉持细心、真心、热心的理念，自己努力做到一丝不苟，精益求精，争取把事情做到最好。例如，在评选先进党组织、优秀共产党员和优秀党务工作者的过程中，在领导的指导和帮助下，坚持公平公正原则，把握向一线倾斜的标准，自己积极与同事协调沟通，保证高效优质，努力把事情办好。

取人所长，补己之短。“三人行，必有我师焉”。只有虚心学习别人的长处和优点，弥补自身短处和不足，才能不断进步和取得成绩。对别人取得的成绩，要给予肯定和学习；当发现自己错误时，要及时诚恳的道歉和真诚的改正。虽然以前自己从事过党务管理和文字写作，有些许的经验和心得，但在前段时间的工作中还是暴露出不少问题。在会议材料写作方面，或许操之过急，自己思路不够清晰，逻辑不够连贯；在会场安排与布置方面，有时缺乏细致周到的考虑，挂一漏万；当面临许多紧急任务时，往往眉毛胡子一把抓，出现手忙脚乱，主次难分。

既来之，则安之。自己心怀人生的向往，因机缘走进了盐田港的怀抱，融入到充满温暖和关爱的大家庭。只有不断学习，不断创新，勇于担当工作重任，自觉提高工作效率，不断追求卓越，才能实现自己的个人价值，才能实现集团的稳定发展。

the Group, the attitudes of department leaders and colleagues towards work are so "fine, meticulous, and strict", which impressed me a lot and had an influence on my working attitudes. At the beginning of March, I participated in the 2015 review meeting on the Party building and civilization construction of the Group; in late April, I helped with the organization of the Group's trade union work conference; in May and June, I mainly undertook the duties to carry out the knowledge competition of Party building studies and the commendation convention to be held in July 1st. This series of work requires attention to both the overall situation and details. So, I have tried my best with carefulness, sincerity, and enthusiasm to do excellent jobs. For example, in the process of selecting advanced Party organizations, outstanding Party members, and outstanding Party affairs workers, I have actively coordinated and communicated with our colleagues to ensure efficiency and quality, under the guidance and assistance of the leaders, the principle of justice, and the criteria close to that of the frontline.

We shall learn from others' strengths and make up for our deficiencies. As the saying goes, even when walking in a Party of no more than three I can always be certain of learning from those I am with. Only an open mind to learn the strengths of others and to make up for our own shortcomings will bring us progress and achievements steadily. We should recognize and learn from the others' achievements and apologize for and correct our own mistakes sincerely and in a timely manner. Although I had gained some experience in the past engagement in Party affairs management and writing, there were still many problems in my previous work here. In the writing of conference materials, perhaps because I was too hasty, my thinking was not so clear and my logic was not coherent enough; in the arrangement of the meeting place, I sometimes lacked careful consideration and made a few omissions; when faced with many urgent tasks, I found it difficult to set my priorities from them, which may lead to a confusion.

Take things as they come. Thanks for the good luck that, with the yearning for a better life, I have become a member of the warm and big family of Yantian Port Group. Only by learning and innovating constantly, having the courage to take on the important tasks, consciously improving the work efficiency, and pursuing excellence constantly, can we realize our own value and help the Group to keep stable development.



# 以学习教育为促进 升华党建新高度

文/黄俊恺

习近平总书记指出：“党内政治生活是党组织教育管理党员和党员进行党性锻炼的主要平台，从严治党必须从党内政治生活严起。有什么样的党内政治生活，就有什么样的党员、干部作风。”党的十八届六中全会审议通过的《关于新形势下党内政治生活的若干准则》，第九章“严格党的组织生活制度”中规定“党的组织生活是党内政治生活的重要内容和载体，是党组织对党员进行教育管理监督的重要形式。必须坚持党的组织生活各项制度，创新方式方法，增强党的组织生活活力。”

盐田港集团始终把党的领导、党的建设当成企业的“根”与“魂”，扎实推进党组织党建工作，在组织生活载体、平台、方式方法等方面都做了积极探索，形成了一定的特色，体现出了党建工作的“高度”。

## 借筹备党员代表大会之机，将集团党委换届选举 升华为一堂由全体党员共同书写的行动式党课

从行动看党性修养。像很多跨区域企业一样，集团的党员也比较分散，外地党员共90余名，从小小“螺丝钉”到项目“总

经理”，不同的责任，同等的重要，时间和地域的难题并没有难倒盐田港的党员。会议当天，140名党代表克服困难全部到场，严格按照流程完成了投票选举，选举产生了盐田港集团第四届党委、纪委委员。这场看似普通的选举，已超出选举本身，共同见证了盐田港集团党员们在日常工作中“看得出”，关键时刻“站得出”，困难关头“豁得出”的党性理念。

把权利当责任，用纪律保民主。集团党委书记、董事长董亚明，党委副书记、总裁刘南安，党委副书记王沛航多次强调了选举工作的严肃性，为集团的换届选举工作指明了方向。作为一名党员，深知权利的背后有义务，更有责任，从筹备党员代表大会到大会落幕，从台前到幕后，作为大会筹备组的成员，体会、印象最深的当属“用纪律保民主”的意义。来自湖北黄石新港的李安民同志，因公差于大会前一天夜里到达深圳，于会议当天投下了神圣的一票。会议结束当天，不少党员代表已经奔赴岗位开始正常工作。

回望党徽，一股强大的光荣感和使命感涌上心头，在理想信念的道路上，值得一生铭记。

## 及时回应党员关注热点， 积极解读党情政情，强化思想教育

党员的政治素养和政治觉悟离不开党的理论知识学习，每逢政治、经济、国防等相关关键时间点，集团党委都能及时邀请有关领导、权威学者、理论大家解读党和国家重要政策精神。如邀请市人民检察院反贪局侦查指挥中心主任、法学博士黄勇作以《服务社会 把握人生》为主题的报告，结合生动活泼的案例剖析了新形势下职务犯罪的特点和趋势，特别是国企职务犯罪的风险点和“雷区”。又如，邀请深圳妈湾电力有限公司党委副书记、监事会主席李燕杰讲授《党章——党员必修课》，系统讲解了新党章修订的重点、要点。再如，邀请清华大学深圳研究生院特聘教授关欣，作题为《中国国家核心利益与战略选择》的专题讲座，围绕我国核心利益，解读了西藏问题、新疆问题、台湾问题、钓鱼岛问题及南海问题等。

在关注基层党员理论学习的同时，集团党委也非常重视自身理论学习。集团党委理论学习中心组学习，紧跟党中央最新理论，从重点围绕“八个明确”“十四个坚持”深入学习党的十九大精神，到习近平总书记在全国国企党建工作会上的重要讲话和广东省国有企业党的建设工作会议精神，从习近平谈治国理政，到学习习近平新时代中国特色社会主义思想，集团党委在圆梦“中国梦”的进程中以身作则，率先垂范。

## 开创集团特色“六有式党课”及学习教育知识竞赛 实现学习教育闭环

为切实解决党的知识与实际工作“两张皮”的问题，集团党委探索开创了“六有式党课”，即“有授课、有思考、有讨论、有引导、有发言、有总结”，有效地丰富了集团党课形式。集团组织开展的学习贯彻党的十九大精神轮训班，在课程设置上，根据需求灵活增加了“不忘初心大家谈”活动，极大地丰富了党课的内容。在授课期间，特意安排参加培训的党员进行分组讨论，每个组都需要结合自身工作实际进行一次至少10分钟的展示，包括现状分析、规划设计以及细节讲解，通过党员自身的参与、展示，破解了党员被动学习、学习方式单一，学用脱节的问题，提高了党员自觉学习、自我思考、自觉行动的能力。

与“六有式党课”相对应的，是检验学习教育成果，激发党员参与党课学习热情的知识竞赛。集团党委从竞赛答题类活动中提炼经验，组织开展“两学一做”“学习贯彻党的十九大精神”“新时代、新起点、新赶考”等学习教育专题知识竞赛。知识竞赛紧扣内容，以现场答题的方式进行，来自集团所属的45个党支部的135名党员参与了角逐。各代表队的三名参赛选手涵盖了支部书记、支部委员及普通党员，充分彰显了学习教育从“关键少数”向广大党员拓展的活动意义。知识竞赛活动，既是对集团系统阶段性学习成果的一次“阅兵”，也是通过以赛促学，持续兴起学习的热潮。

## 以“党建+”模式引领集团系列活动 进一步强化党员身份意识和党性观念

重走革命路，为党内政治生活赋予仪式感。集团党委围绕严肃党内政治生活、提高组织生活质量这个党建课题，创新思路，以增强组织生活的仪式感作为切入点和着力点，通过带领党员参加有“仪式感”的组织活动，引导党员做有使命感的党员。如在江西瑞金举办了党性教育专题培训班，先后到瑞金、长汀、古田等革命圣地，通过聆听专家讲座、参加现场教学、重走长征路等形式，感受革命岁月的艰苦卓绝，领悟苏区精神的深邃内涵。参加的党员带着问题学，联系实际学，自觉接受熏陶、深刻思考、切磋交流、汲取能量，进一步坚定了理想信念，提高了政治站位，从思想深处强化了党性意识，提升了强党建促发展 的责任感和使命感。

诗文诵读及征文，“党员意识提升行动”融入日常。集团党委以系列活动为载体，有针对性地开展党员教育活动。如在集团系统内举办“不忘初心·牢记使命”的诗文诵读比赛、“读书月”征文活动等，一方面营造集团系统浓厚学习氛围，让党员引领其他群众一起读书学习，全面调动党员引领群众参与学习的积极性和主动性，为打造学习型党组织、学习型企业奠定坚实的基础。另一方面集团党委积极用党的创新理论武装头脑，要求基层党组织积极转化活动成果，让党员学有所得，党员们也能借此机会自抒胸臆，他们结合日常工作实际，谈及学习体会、谈论自己的工作目标。通过征文和朗读，党员的意识得到了提升，很多党员也为自己定下了成长目标。一系列的主题教育活动让党员们受到了深刻的党性洗礼。

盐田港作为身处改革开放排头兵深圳的企业，就决定了我们在理想信念上，必须标准更高、要求更严。一个个鲜活的生活实例的背后，反映的是盐田港广大党员对党的事业的忠诚，盐田港集团党委将继续带领各级党组织以及广大党员，以强烈的责任感、使命感，高度的政治意识，压实管党治党责任。



# 以制度建设为保障 延展党建新深度

文 / 余涛

党的“十九大”报告指出，新时期党的建设总要求是，“全面推进党的政治建设、思想建设、组织建设、作风建设、纪律建设，把制度建设贯穿其中……”。习总书记强调，从严治党要坚持将思想建党和制度治党紧密结合起来。今年是“市属国企党建质量提升年”，集团党委与市国资委党委签订的《2018年度基层党建工作目标责任书》将推进制度建设作为今年党建基础工作的一项重点工作。

## 集团党委高度重视党建制度建设

集团党委高度重视党建制度建设工作，强调并指出党建制度建设工作要突出体现其根本性、全局性、稳定性和长期性；要重点处理好党组织和企业行政及日常经营管理的关系问题，使党的制度建设真正成为推动集团改革发展的强大动力和重要保证。制度制订的过程中，要注意避免出现原则性偏多，可操作性偏少；执行要求性过多，明确违规责任较少；要多搞调查研究，少些闭门造车。

为落实集团党委关于党建制度的工作要求，集团党群工作部将之纳入年度部门业绩考核责任书，明确责任目标、设置工作节点，形成考核硬约束，扎实推进制度建设工作。

## 认真做好制度建设前期准备工作

去年以来，集团党委积极落实中央关于加强党的领导和党的建设的工作要求，选配强党务工作人员，使得党群工作部专职党务人员分工明确、协调运作顺畅、专业化程度提升，为党建制度草拟编撰工作提供了人员和专业的前提条件。

制度汇编工作开展前，党群工作部首先梳理和收集了党委已经颁布实施的党建制度和党建工作方案及通知，同时按照《2018年度基层党建工作目标责任书》的具体工作要求，借鉴了市国资委、深投控、深国际及相关单位的党建制度范本，结合集团党建实际情况，并结合中央、省委及市委最新工作要求，从民主集中制、党的政治思想建设、党的组织制度建设、党的廉政制度建设以及其他时政工作制度建设共5大方面，初步梳理了30多项制度并编制清单，为保证制度建设工作的专业性和严谨性，根据部门党务工作人员各自负责及相关的工作，分工负责相关制度的修订和草拟工作。

## 扎实开展制度修订和草拟工作

我们深知制度建设是党的基础性工作，作为基层党组织，必须严格按照党章党规相关条款执行，不能搞创新、求变通甚至打折扣，更不能另行制订办法，比如在发展党员、党组织换届选举、落实三会一课等制度流程上，对于党内规定制度仅有原则规定、而没有具体细则的，我们在征求相关部门、下属企业及广大党员干部群众意见建议的基础上，本着审慎的原则，拟定了暂行实施细则，比如对于党费使用的细则、党内关怀帮扶机制、党委理论中心组学习制度等；再有，根据中央、省市最新党内规定实施细则，立即调整现有相关制度，比如党内表彰奖励办法等。

党建制度的修订和草拟工作基本上集中在2018年上半年中，同时期内，党群工作部还先后完成了年底各级党组织述职考评、签订各级2018年党建责任书考核责任书、2次专题民主生活会、党建进章程、党的十九大精神轮训、七一表彰大会的筹备等重要党务工作。面对繁重的工作，党群工作部上下齐心，坚守信念、攻坚克难、勇于担当、夜以继日，克服各种困难，最终在6月19日修订和新建了27项党建相关制度，并经集团党委会审议通过。这批

制度，体现了较强的规范性、程序性、指导性以及约束性，其中民主集中制的制度包括党委工作规则、党委会议事规则及“三重一大”事项决策管理规定等，政治思想建设的制度包括理论学习中心组学习制度、领导干部民主生活会制度、意识形态工作责任制等，组织建设的制度包括党建工作责任制、基层党支部规范化建设指引、党内表彰奖励办法等，廉政建设的制度包括党风廉政建设主体责任清单、规范谈话提醒工作方案等，其他类的包括挂点服务企业、重大问题请示报告、党务公开等。

为保证出版印发无误，经过党群工作部组织人员对制度进行了多轮校对审核，目前，27项制度汇编稿已在集团新OA挂出，并且已校订付梓，届时分发各基层党组织，让党务工作者人手一册，随用随查，同时做好制度的解释说明和实践指导工作。

## 党建制度全覆盖取得初步效果

随着一系列党建制度的出台实施，集团各项党建工作均有明确的制度规范和工作指引，集团党的领导和党的建设不断加强和完善，党建基础工作不断规范和强化。比如，集团党委工作规则、党委会议事规则及“三重一大”事项决策管理规定，强化了党的民主集中制原则，保障了党的路线方针政策在集团的贯彻执行，使得党委在集团的领导作用得到充分发挥。党委班子挂点联系服务基层制度及实施方案，密切党群干群关系，规定了挂点单位和对接领导，落实调研次数，解决实际问题，深得基层单位欢迎和支持……

同时，党群工作部高度重视和关注制度的不断完善，始终留意实际操作中遇到的问题、上级规定政策的调整以及公司实际情况的变化，比如架构调整、部分职能变动等，适时进行后续修订和调整工作。

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# 以异地党建为抓手 抓出党建新亮度

文/欧科颖

2018年深圳市委召开了六届九次全会，在此基础上，市国资委党委将2018年定为“国企党建质量提升年”，盐田港集团作为深圳市国有大型港口产业集团，集团党委积极响应市国资委党委的号召，坚持“两个一以贯之”，创特色、创品牌，推动国资国企党建全面进步、全面过硬、全面上新台阶，确保改革发展进行到哪里、党的建设就跟进到哪里、党的作用就发挥到哪里，打造深圳国企党建的“精彩样本”。对此，集团党委也作了相应的部署，把今年的“书记项目”放在了异地的湖北黄石新港党支部，要求黄石新港党支部从铸魂、强基、固本三个方面进行开展，确保黄石新港各项工作迈向新台阶。

## 铸魂

文化是一个企业的灵魂。为解决党建与企业管理两条线，实现党建与企业治理深度融合，不断推动企业的规范化治理，黄石新港党支部用心铸魂，打造出以党建文化为引领，以企业文化和安全文化为抓手的“三元文化”。其中，党建文化以“效益新港、效率新港”为使命，以“红色新港”为愿景，以“发展理念的宣言书、发展路径的宣传队、战略实施的播种机”为核心价值观念，引领安全文化和企业文化发展。企业文化以“让物流更便利”为使命，以“成为国内内河一流港口运营商”为愿景，以

“诚信、服务、担当、创新、共享”为核心价值观促进公司发展新跨越。安全文化以“平安新港”为使命，以“每个员工都是价值的创造者、每个员工都是品牌的构建者、每个员工都是平安的守护者”为愿景，以“明责、贯标、预防、持续改进”为核心价值观念为公司企业文化的发展保驾护航。

## 强基

黄石新港党支部努力克服异地开展党建工作的困难和问题，在贯彻落实股份公司党委和集团党委工作部署的同时，积极与属地党组织沟通，双管齐下，通过强化党建基础建设，打造了一支坚强有力的队伍。

在思想政治建设上下功夫。一是通过学习宣传贯彻党的十九大精神，深入推进“两学一做”专题教育常态化和制度化，定期组织支部委员和全体党员进行集中学习讨论，确保用最新的理论知识武装好队伍。二是重点开展“不忘初心、牢记使命”主题教育，结合企业实际开展专家讲座、干部轮训、“我的初心”、书记讲党课等主题党日活动，持续提高广大党员的党性修养和综合素质。

在组织建设上下功夫。一是完善党建制度建设，制定党支部工作规则、议事规则等规章制度；完善和规范发展党员、党费收缴、支部换届、民主生活会等工作流程；在企业章程中增加党建内容，明确党组织在国企的职责和权限，规范党组织履行职权的程序。二是强化主体责任，加强支部队伍建设，成立以支部书记任组长，支委委员任副组长的党建工作推进小组，坚持把党建工作纳入支部整体工作的重要议事日程。三是形成组织管理体系。在公司内部形成以“党员+入党积极分子+团员+群众”的“红色基因”，为“红色新港”集聚力量。四是落实党建规定动作。有计划地召开组织生活会和开展民主评议党员，严格落实“三会一课”制度，按时召开党员大会、支委会和党小组会。

开展支部共建筑牢战斗堡垒。一是积极对标股份公司党委和集团党委工作，与集团党群工作部和人力资源部所在的集团机关第三党支部开展支部共建工作，学习其规范的党建工作流程和创新的党建思路，学习集团选人用人工作的先进思路，为黄石新港夯实党建基础和打造出一支业务能力强的人才队伍提供帮助。二是积极组织与当地政府部门支部共建。充分利用黄石新港与政府及各有关部门的日常联系，积极主动与湖北省交通运输厅运输处和黄石市交通运输局开展共建活动。

## 固本

只有基层党组织坚强有力，党员发挥应有作用，党的根基才能牢固，党才能有战斗力。黄石新港党支部扎实做好抓基层、打基础的工作，扎实开展党建活动，努力提升党员队伍整体素质，使党组织成为坚强战斗堡垒。

引领企业文化发展，以党建为引领，启动企业文化宣贯活动，举办企业文化宣贯训练营，邀请内部讲师向员工们阐释黄石新港公司企业文化核心价值观“诚信、服务、创新、担当、共享”的含义，明确践行和弘扬企业文化促进新港发展的具体行动指南。不断开展丰富多彩的宣贯主题活动，进一步将企业文化融入每位员工心中。

开展系列“党建+”活动，黄石新港党支部充分发挥组织在公司的领导作用，不断加强党支部的凝聚力和战斗力，切实将党组织的政治优势转化为推动公司发展的强劲动力。目前，支部已经形成了主题鲜明、形式多样的系列“党建+”活动。以开展“※※之星”、“党员先锋岗”和“流动红旗班组”的评选为载体，充分发挥作用。

积极开展精准扶贫工作，黄石新港党支部把党建工作与扶贫工作深度融合，在扶贫攻坚中检验党组织凝聚力和党员作风，在扶贫工作中同步加强基层党组织建设，党支部虽身处异地，但心中时刻不忘全心全意为人民服务的宗旨，对当地8户贫困户进行帮扶，安排支部委员每月入户走访结对贫困户，宣讲扶贫政策、

落实帮扶措施，解决实际困难，帮扶成果取得了一定成效，受到了当地人民和党组织的高度赞扬。

抓好党建工作，促安全生产。黄石新港党支部牵头制定《安全文化建设方案》，组织召开安全理念研讨会，开展安全文化宣贯活动，积极探索“三元文化”有效融合。同时，建立安全应急机制，深入开展隐患排查治理工作，认真开展各类安全生产检查，开展安全宣传教育培训，开展“企业安全标准化培训”、“安全生产月”等教育培训活动，不断强化员工的安全意识和技能水平。

集团党委通过“书记项目”抓黄石新港党支部的异地党建工作，使黄石新港党支部打造出了自身的特色和品牌，在党建引领“三元文化”的推动下，工程建设得以加快推进，新港部分泊位达产增效明显，现场管理不断优化，生产作业管理水平不断提高，工班产量及工作效率码头产能得到极大发挥。吞吐量、营业额、利润均得到明显提升，在黄石当地展现出了深圳国企党建的风采。



唯美  
大铲湾  
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VIEW 视觉



张一刚 摄



张一刚 摄



光一 摄



唯美  
大 铲 湾  
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POINT



时光之门——针卫东



忙碌——朱雪兵

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启航——周建强

# 要闻

## 深圳市委书记王伟中、市长陈如桂视察盐田港防台工作



9月15日下午3时许，深圳市委书记王伟中、市长陈如桂一行到盐田港区调研并指导防御台风“山竹”工作。深圳市委秘书长高自民、副市长黄敏，盐田区委书记杜玲、区长杨军，盐田港集团董事长童亚明、盐田国际董事总经理林庆文等陪同调研。在盐田港区，王伟中、陈如桂一行详细了解了岸吊、龙门吊等设施的情况，叮嘱港区要按照防台的总体部署和具体应对，加固堆场堆放的集装箱，并及时撤离相关工作人员。童亚明对盐田港区应对此次超强台风的措施一一进行了介绍，并针对市领导提出的重点防范区域和安排进行了再部署再落实。

(文/梁尹星)

## 盐田港集团参加中国—中东欧“16+1”农业经贸合作论坛



近期，第三届中国-中东欧“16+1”农业经贸合作论坛在立陶宛成功举行，中国农业农村部部长韩长赋正式宣布由盐田港集团承建的中东欧“16+1”农产品和其他产品电商物流中心与展示馆正式启动，并希望各国政府及企业积极与盐田港集团展开相关合作。集团总裁刘南安，副总裁王彦、彭洪波，集团投资发展部、物流公司相关人员参加会议，并赴立陶宛、西班牙和希腊开展国家馆业务、国际通道建设、供应商产品合作、港口航线等业务交流与合作。

(文/投资发展部)

### 截至2018年8月集团系统箱量完成情况

	本月数			累计数		
	2018年	2017年	同比增长	2018年	2017年	同比增长
盐田港区(一、二期)	28.03	26.05	-3.51%	189.47	198.00	-4.81%
盐田港区三期及扩建	74.87	77.59	-3.51%	503.31	528.65	-4.79%
西港区	19.79	11.49	72.24%	133.04	85.52	55.57%
大铲湾港区	10.81	9.58	12.84%	83.45	82.75	0.85%
合计	133.50	127.71	4.53%	908.27	894.92	1.49%

盐田港码头今年8月份集装箱吞吐量为122.69万标箱，比上年同期增长3.86%，其中，一、二期28.03万标箱，比上年同期减少3.51%；三期及扩建74.87万标箱，同比减少3.51%；西港区19.79万标箱，同比增长72.24%。大铲湾码头集装箱吞吐量为10.81万标箱，同比增长12.84%。本月我司系统集装箱吞吐量133.5万标箱，同比增长4.53%，1-8月累计908.27万标箱，同比增长1.49%。深圳港本月集装箱吞吐量同比增长0.43%，深圳港其他港区具体情况如下：

	本月数			累计数		
	8月	同比增长	1-8月	同比增长		
深圳港	236.67	2.90%	1679.6	1.53%		
集团系统	133.50	4.53%	908.27	1.49%		
其中:盐田港区	122.69	3.86%	824.82	1.56%		
大铲湾港区	10.81	12.84%	83.45	0.85%		
赤湾港区(含妈湾)	45.98	-0.22%	349.62	2.47%		
蛇口港区	57.06	0.89%	423.36	2.18%		

今年8月集团系统集装箱吞吐量在深圳的市场份额为56.46%。  
(文/刘冰清)

### 集团召开2018年半年工作会议

8月6日，盐田港集团在海港大厦召开2018年半年工作会议。盐田港集团经营班子，集团总部各部室负责人、各二级企业负责人等参加了此次会议并依次发言。集团董事长童亚明、总裁刘南安做总结讲话。

(文/梁尹星)

### 恒基(中国)投资公司客人到访盐田港集团

7月10日，盐田港集团董事长童亚明在海港大厦会见了恒基(中国)投资公司常务副总裁倪秉一行，双方就投资合作和项目开发进行了会谈，集团副总裁彭洪波参加会谈和交流。

(文/毕立标)

### 湖北省政协副主席马旭明考察调研盐田港

8月7日，在集团董事长童亚明的陪同下，湖北省政协副主席马旭明一行来盐田港集团实地调研。湖北省政协、广东省政协、湖北省商务厅、深圳市政协等相关领导，集团副总裁乔宏伟等参加调研。

(文/毕立标)

### 盐田区区长杨军一行调研盐田港集团

8月21日，盐田区区长杨军、常务副区长时卫干一行调研盐田港集团，就辖区企业发展、政企共建等方面进行深入沟通，并现场切实解决企业发展中的个别历史遗留问题。盐田港集团董事长童亚明、总裁刘南安等经营班子成员出席座谈会。

(文/梁尹星)

### “海峡两岸记者特区行”联合采访团来访盐田港

7月24日，“海峡两岸记者特区行”联合采访团来到盐田港，围绕“改革开放40周年”的主题对盐田港进行调研。此次活动由国务院台湾事务办公室、中华全国新闻工作者协会联合举办，于22日在深圳启程。盐田港集团董事长童亚明、总裁刘南安热情接待了采访团。

(文/梁尹星)

### 鹤山市政府及中铁南方集团客人来访盐田港

7月10日，盐田港集团总裁刘南安与鹤山市市长林贤进及中铁南方投资集团副总经理肖铁贤一行在海港大厦一楼会议室进行会谈交流。鹤山市政协副主席梁暖勋，集团副总裁彭洪波参加会议。

(文/毕立标)

### 集团领导赴石福村调研精准扶贫工作

7月16日，盐田港集团党委副书记、总裁刘南安，党委副书记、工会主席王沛航一行赴石福村开展精准扶贫调研工作，并对贫困户进行亲切慰问。

(文/刘进)

### 泰国客人访问盐田港集团

7月20日，盐田港集团总裁刘南安在西班牙国家馆向泰国一带一路国际联盟主席李鹏·克新上将的到来表示热烈欢迎，双方就开展港口投资、经贸合作、文化交流等领域的合作意向进行了会谈。

(文/毕立标)

#### 集团召开2018年生态文明建设考核工作部署会

8月14日，盐田港集团召开生态文明建设考核工作部署会，全面安排和细化2018年生态文明建设工作。集团总裁刘南安、副总裁乔宏伟出席会议。

(文/梁尹星)

#### 刘南安总裁带队检查一线防汛工作

近日，我市连续遭遇了特大暴雨袭击，全市出现了不同程度的险情灾情。盐田港集团高度重视防汛工作，8月31日，刘南安总裁、王彦副总裁带队对东港区、普洛斯等重点区域进行了现场检查。

(文/古鹏)

#### 集团团委选举产生第四届团委委员

8月7日，共青团深圳市盐田港集团有限公司委员会第四次团员代表大会在海港大厦召开。集团团委书记孙晓冬代表共青团深圳市盐田港集团有限公司第三届委员会作工作报告。会议选举产生了新一届的集团团委委员，并在随后召开的四届一次全会上选举产生了团委书记和副书记。集团党委副书记王沛航出席会议。

(文/梁尹星)

#### “置业半山悦海杯”水上趣味竞赛圆满落幕

7月13日，“置业半山悦海杯”水上趣味竞赛在沙头角游泳馆举行，集团党委副书记、工会主席王沛航参加开幕式并致辞。来自集团10个代表队的100多名游泳爱好者参加了水上趣味运动，最终拖轮队、大铲湾队、东港区队夺得前三名。

(文/毕立标)

#### 集团慰问一线执勤交警

8月16日，盐田港集团党委副书记王沛航一行来到盐田交警大队，慰问一线执勤交警，为他们送上防暑降温用品。集团党群工作部、团委相关负责人陪同慰问。

(文/梁尹星)

#### “盐田港物流杯”篮球赛火热举行

8月17日，盐田港集团2018年“盐田港物流杯”篮球赛在盐田体育中心篮球馆火热举行，这是今年“迈进新时代·开启新征程”凝心聚力系列文体活动的第三站。集团党委副书记、工会主席王沛航出席活动并致辞。

(文/梁尹星)

#### 集团党委副书记王沛航挂点调研加油站公司

根据集团党委《盐田港集团领导班子成员2018年挂点服务企业工作方案》的安排，8月27日，集团党委副书记王沛航带领集团经营管理部、党群工作部有关人员到所挂点的加油站公司开展调研工作。

(文/廖珊玲)

#### 盐田港“深汕杯”乒乓球联赛圆满举行

9月5日，盐田港集团2018年“深汕杯”乒乓球联赛在盐田区委党校运动馆拉开帷幕。来自集团系统的10支队伍参加角逐，经过225场、整整一天的激烈比拼，比赛决出了团体赛前三名。集团党委副书记、工会主席王沛航出席活动。

(文/梁尹星)

#### 集团慰问盐田区人民法院教学医务工作者

9月5日，盐田港集团党委副书记、工会主席王沛航一行赴盐田区人民法院，向80余名长期从事和支持盐田区医学教育发展的医务人员和教学医务工作者送去诚挚的问候。

(文/陈则瑞)

#### 集团召开建设项目全过程跟踪审计进场会

8月21日，盐田港集团召开建设项目全过程跟踪审计进场会。集团纪委书记、监事会主席徐宁，副总裁乔宏伟出席会议并讲话。集团规划建设部、下属相关企业审计及工程负责人等参加会议。

(文/刘毅)

#### 集团开展港口工程建设与管理专题培训

8月26日至9月1日，盐田港集团规划建设部和人力资源部在大连理工大学举办了《港口工程建设与管理专题培训》。集团副总裁乔宏伟、总工程师肖明俊出席培训活动。

(文/陈维玉)

#### 南通国资系统领导一行来访盐田港

8月27日，江苏南通市国资系统领导一行到访盐田港，参观西班牙国家馆，深入了解国家馆模式，畅谈未来合作。盐田港集团副总裁彭洪波热情接待了客人。

(文/梁尹星)

#### 市政府副秘书长徐松明一行调研小漠国际物流港

7月28日，深圳市政府副秘书长、盐田港建设指挥部总指挥徐松明同志一行赴小漠国际物流港，调研港口建设工作情况。集团董事长陈彪陪同调研。

(文/郑木亮)

#### 深汕合作区经济贸易和科技局来访盐田港

6月29日，深汕特别合作区经济贸易和科技局局长吴君灵一行到访盐田港集团，对港口及物流园区规划、建设及运营情况进行现场考察交流。集团董事会秘书陈彪陪同并介绍相关情况。

(文/张政林)

#### 集团开展《深圳市生产经营单位安全生产主体责任规定》宣讲

8月15日，盐田港集团邀请市安监局开展了《深圳市生产经营单位安全生产主体责任规定》宣讲活动，集团公司高级管理人员、各职能部门室负责人、各下属企业的主要负责人和安全管理人

员参加了此次宣讲。

(文/杨宝琴)

#### 盐田港区启用新A闸

8月17日上午8时，盐田港区新A闸正式投入使用。新A闸直通盐排高速，建成进间通道14条，其中包括1条超高超宽车道，配有90个车位的大型停车场，增加了码头进间通道总量，极大地提高了闸口操作效率及处理能力。

(文/盐田国际)

#### 股份公司党委举行党委书记讲党课活动

7月12日，股份公司党委结合公司党建和经营管理实际，举行了“坚持党的领导、加强党的建设是企业发展的‘根’和‘魂’”党委书记讲党课活动。股份公司50余人参加了此次活动。

(文/刘倩)

#### 盐田港股份连续九年获深交所信息披露考评优秀

7月1日，深圳证券交易所发布《关于深市主板上市公司2017年度信息披露考核结果的通报》，深圳市盐田港股份有限公司在上述考核中获得“A”级（优秀）。这也是盐田港股份自2009年以来连续9年获得此项荣誉。

(文/罗静涛 李晨)

#### 股份公司召开2018年上半年经营工作会

7月11-12日，股份公司召开了2018年上半年经营工作会暨参股企业工作交流会。公司经营班子，控股企业班子成员，参股企业外派管理人员，内部独立核算单位负责人，公司本部负责人等共50余人参加了此次会议。

(文/刘倩)

#### 盐田港区迎来日本“ONE MINATO”号首航

7月31日，盐田港区迎来了日本海洋网联船务“ONE MINATO（第一海港）”号首次挂靠。“ONE MINATO”号长366米，宽51.2米，属于日本海洋网联船务订造的系列14000标箱集装箱船。

(文/盐田国际)

#### 中国第一个大型LNG枢纽港正式投入运营

8月1日，一艘巴哈马籍载有21万立方米货物的大型LNG船舶“AL KHARSAAH”顺利靠泊中海油深圳LNG接收站，标志着中国第一个大型LNG枢纽港——深圳大鹏湾LNG枢纽港正式投入运营。

(文/温浪忠)

#### 集团组织开展参股企业实地调研

根据深圳市国资委《关于开展参股企业调研的通知》要求，近期由集团财务总监栗森牵头，产权法律部、财务部、经营管理部、投资发展部等组成调研组，对集团系统参股企业进行了调研，并对在深的13家参股企业进行了实地调研。

(文/袁艺)

#### 大铲湾港区添装船出口纯电动汽车

7月12日，100辆比亚迪e6纯电动汽车在深圳大铲湾整车口岸通过滚装船漂洋过海驶往泰国林查班。这是继2015年大铲湾港区汽车整车进口口岸顺利通过国家五部委正式验收后的又一重要突破。

(文/大铲湾公司)

