

## **Artefact Donation from Modern Terminals Limited**

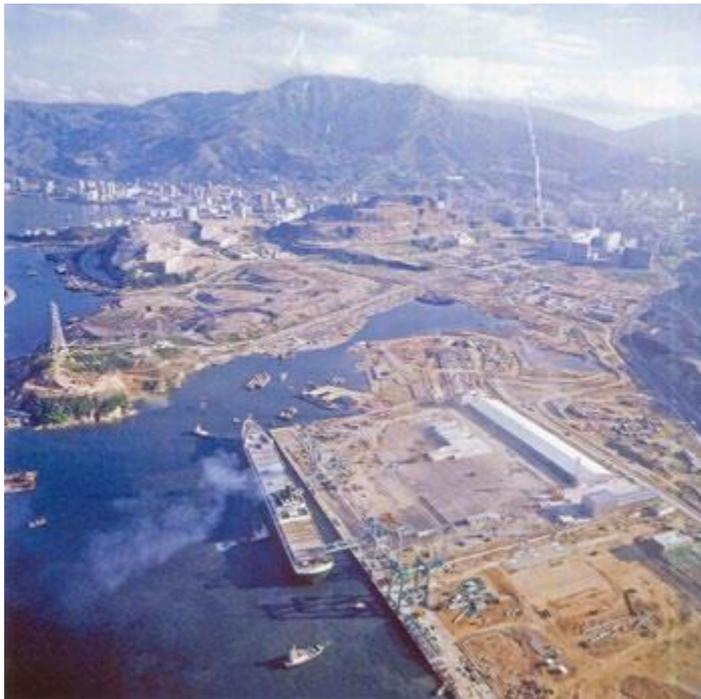
Thanks to the unfailing support of the community, the Museum can identify artefacts for some themes for which artefacts are hard to come by. An example of this is the process of containerization, as previously, we had access only to visual images. This problem was recently resolved with the donation of memorabilia from Modern Terminals Limited, which met Museum representatives at the Museum for a handover ceremony of the artefacts.

The Hong Kong economy recovered soon after the end of WWII, and Hong Kong re-established itself as a major entrepôt in the Far East. When the United Nations imposed an embargo on China in the early 1950s during the Korean War, Hong Kong was transformed into an industrial city, resulting in an export-oriented economy. As the trend towards containerization in maritime trade began globally in the 1960s, and there was a pressing need to create efficient ways to export local products to the West, there were no objections to the decision to build a container port. In 1969, a site in Kwai Chung was selected for the construction of a new container terminal through reclamation. Under Modern Terminals Limited, Berth One of the container terminal began operations in 1972.

When China implemented reforms and began opening up in the late 1970s, Hong Kong once again became its biggest gateway for external trade, and China became Hong Kong's largest trading partner, surpassing the U.S. and Western Europe. The huge demand for trade created by the rapid development of the Mainland consolidated Hong Kong's status as an important international trading hub in the Far East, and boosted the development of the local transport, storage, communications, financing and insurance sectors. In 1987, Hong Kong became the world's busiest container port for the first time and maintained its leading role from 1988 to 1989, 1992 to 1997 and 1999 to 2004.



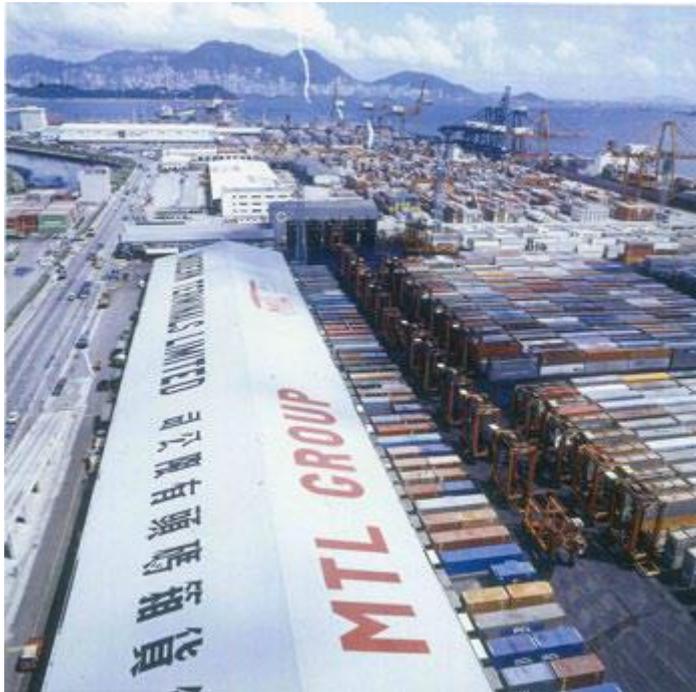
An artefact handover ceremony was staged at the Museum on the morning of 31 October 2019. Our guests were Mr Peter J. Levesque (second from right) and Ms Elin Wong (first from right), Group Managing Director and Head of Corporate Affairs, respectively, of Modern Terminals Limited.



The arrival of container vessel Tokyo Bay on 5 September 1972 marked the inauguration of the Kwai Chung Container Terminal.



Nicknamed “Monster”, this first-generation hoisting crane was in operation at the Kwai Chung Container Terminal.



Kwai Chung Container Terminal in June 1984. At the time, Hong Kong was one of the world’s busiest container ports.