

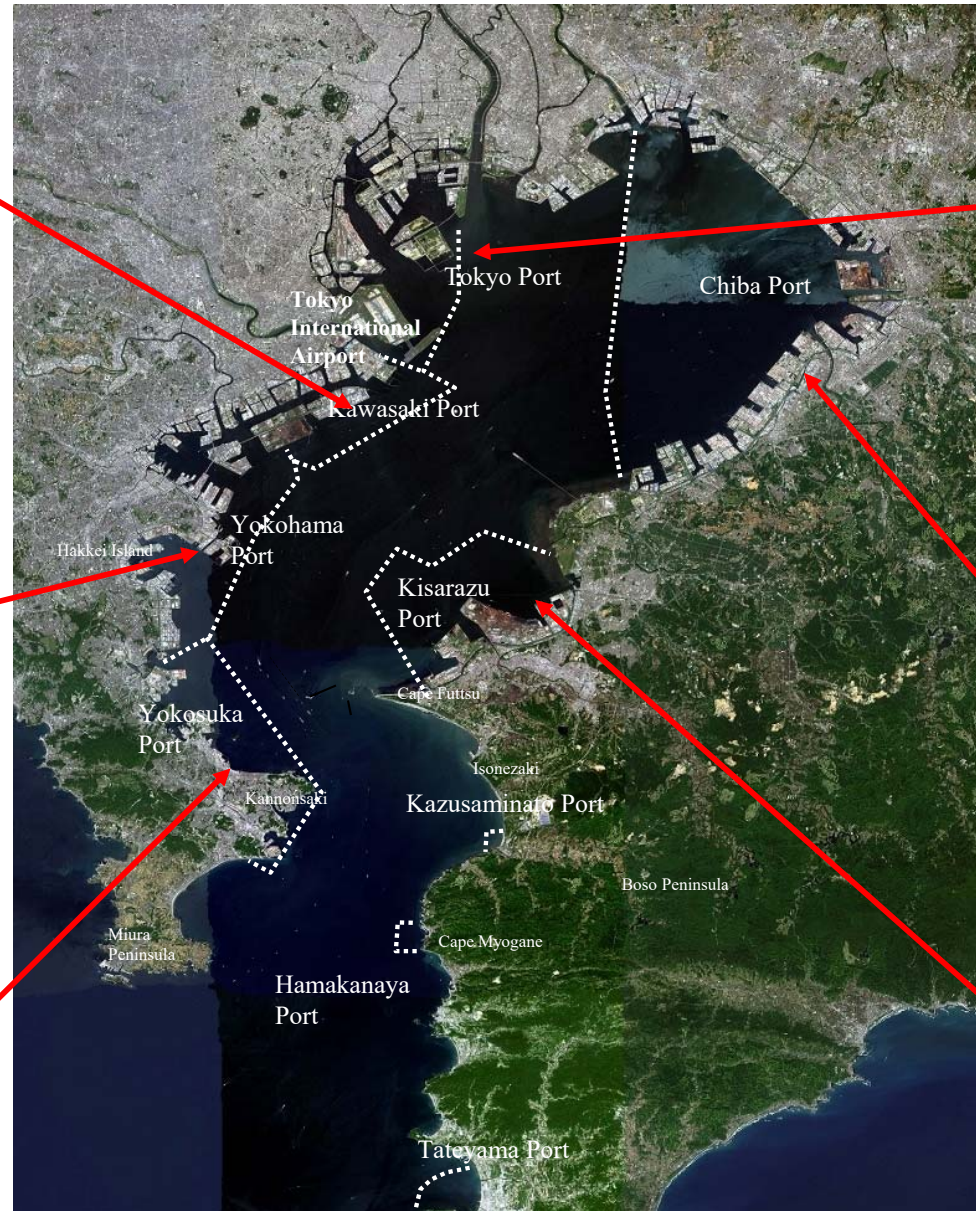
Cooperation among ports within Tokyo Bay

May. 2019

Ports and Harbours Bureau

Ministry of Land, Infrastructure, Transport, and Tourism

- Tokyo Bay has a width : 20km, a depth : 70km, an area : 1380km², a mean depth of the bay innermost part : 15m, a mean depth of the bay entrance part : 45m.



- The Tokyo Bay supports the logistics of the TMA (Tokyo metropolitan area, the economic center of Japan).

✓ **Approx. 44 million people**

Population of the Tokyo metropolitan area (TMA)

✓ **Approx. 200 trillion yen**

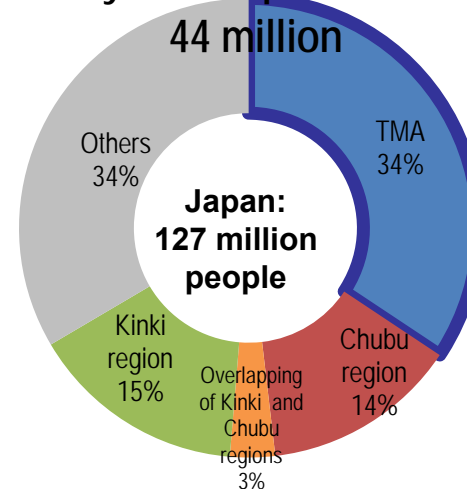
GDP of the area is equivalent to that of Italy

✓ **7 million TEU**

Foreign trade capacity of TMA

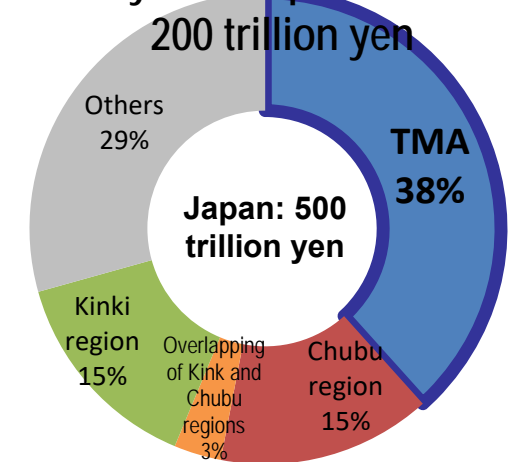
Population

Tokyo metropolitan area



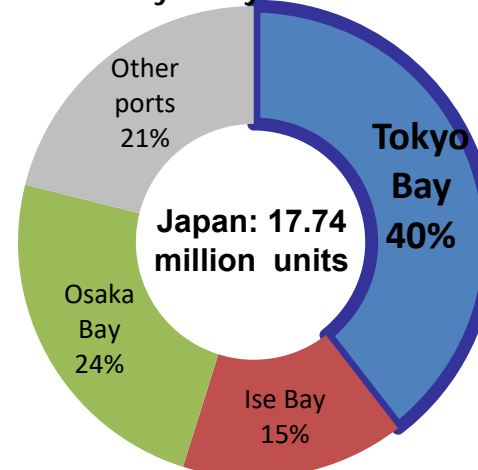
GDP

Tokyo metropolitan area



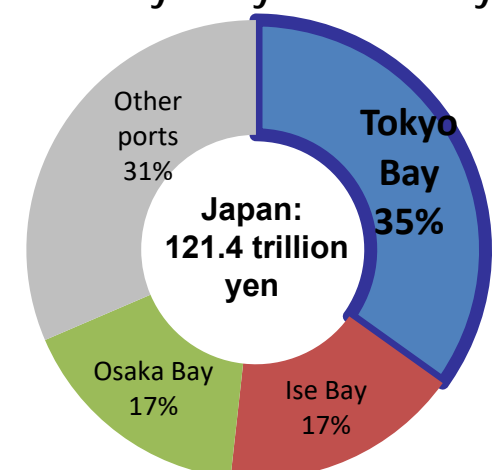
Handling amount of foreign cargos by container in TMA

Tokyo Bay: 7 million TEU



Trade volume

Tokyo Bay: 42 trillion yen



Note)

TMA: Tokyo, Saitama, Chiba, Kanagawa, Ibaraki, Tochigi, Gunma and Yamanashi prefectures

TEU: Twenty-container equivalent unit

One container of 20 feet is counted as 1 TEU and one container of 40 feet as 2 TEU.

- Developing forward offshore, the Outer Harbor Area has the logistics & industry/energy functions.
- The Inner Harbor Area is specialized for the urban activities.

1940s

End of War



1960s

Reconstruction Stage



1970s

Containerization stage

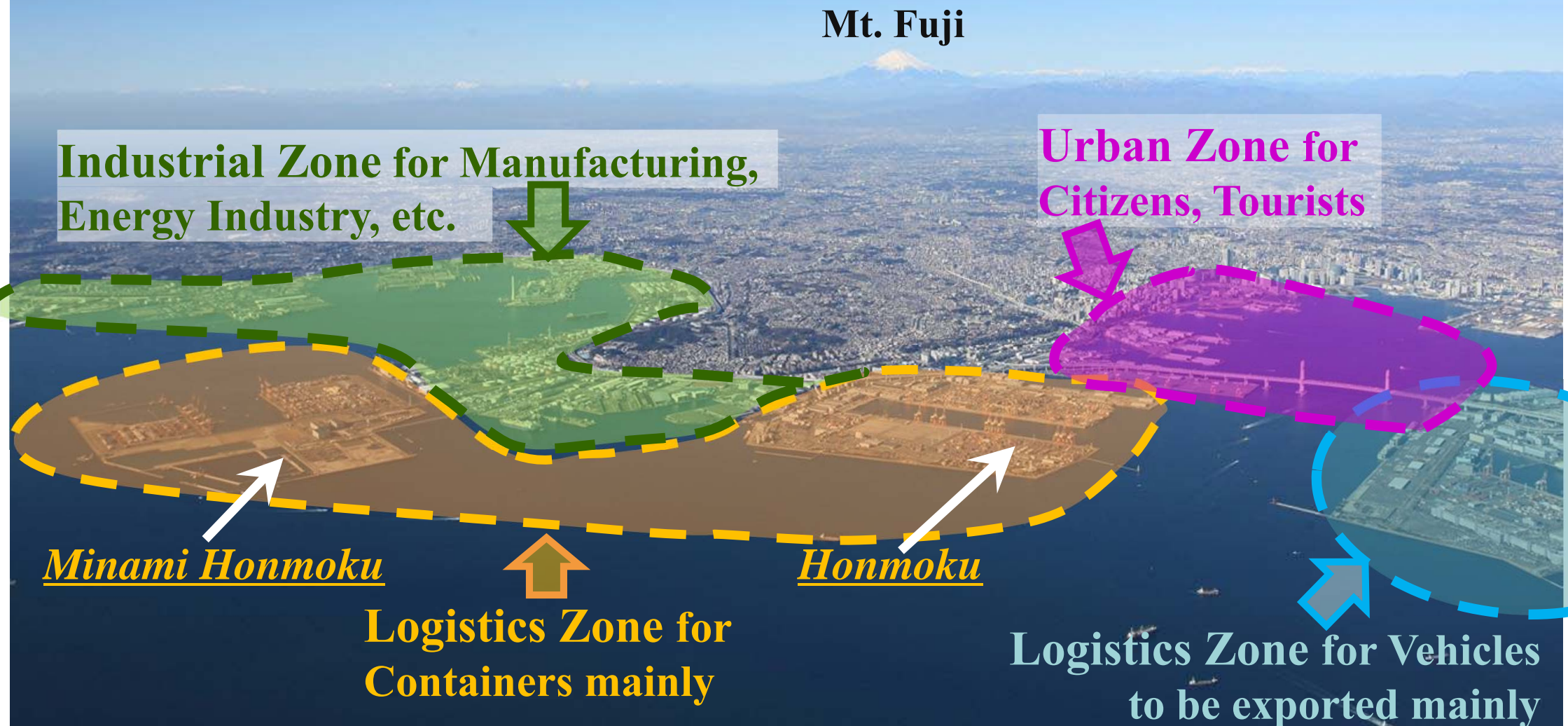


2010s

Current



- Yokohama Port has important functions for various activities such as logistics, industries and civic life, etc.



Keihin Port Joint Vision

Development body

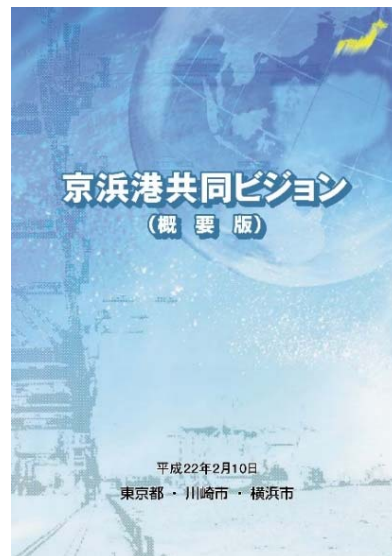
Keihin Port Cooperation Council(Tokyo, Kawasaki City, Yokohama City)

Formulation date

February, 2010

Overview

- This vision has been formulated to show the port management and port maintenance policy for the realization of one port of Keihin Port in the future.
- Aim of Keihin Port (future image) :
As Japan's largest integrated port, Keihin Port aims to be top level in terms of environment, safety and security, and services while meeting diverse needs. Moreover, in terms of container transportation, Keihin Port will be a Japanese hub port and also be an East Asian international hub port on the North American route.



General plan of Keihin Port

Development body

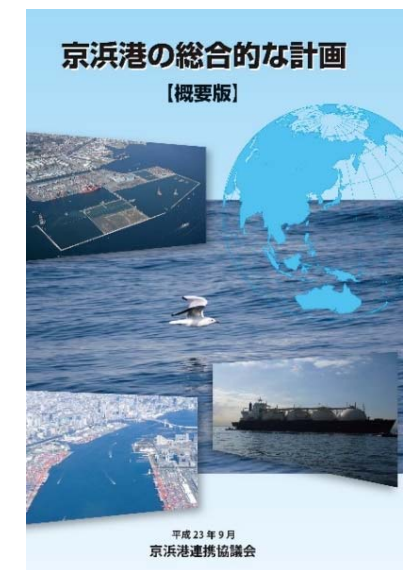
Keihin Port Cooperation Council (Tokyo, Kawasaki City, Yokohama City)

Formulation date

September, 2011

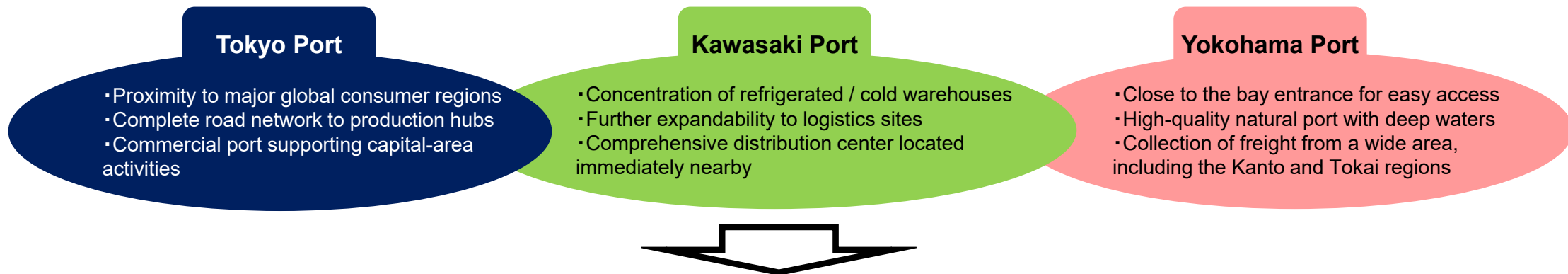
Overview

- This plan has been formulated to realize the image of the future that Keihin Port should aim for in the Keihin Port Joint Vision.
- Basic strategy to realize the vision
 - Development of container cargo collection measures
 - Basic concept of distribution facility placement
 - Facility arrangement of container terminal
 - Facility placement of public conventional wharf
 - The ideal form of transportation system to strengthen cooperation of three ports
 - Responding to wide-area issues (disaster measures, crisis management measures, environmental measures)
 - Promotion of integrated management of Keihin Port



- Facilities are placed so as to divide operations in a way that takes advantage of each harbor's characteristics, existing facilities, and potential, mutually complementing one another's functions and achieving the full strength of Keihin Port. (*Keihin Port consists of three smaller harbors: Tokyo Port, Kawasaki Port, and Yokohama Port.)

◆ Characteristics of the 3 harbors of Keihin Port



◆ Primary functions as divided between the three harbors of Keihin Port

Tokyo Port

- Utilizes existing receiving facilities in the major shipping route network to continue serving as a hub for major shipping routes and Asian shipping routes in the future.
- Serves as a high-quality, high-volume port logistics role as a commercial port supporting distribution of daily commodities and other supplies to the Tokyo capital area, a major global consumption center.

Kawasaki Port

- Utilizes the extensive warehouse facilities surrounding the port, which include refrigeration and freezer facilities, to serve as a hub for commodities imported from Asia, which are expected to increase in volume in the future.

Yokohama Port

- Serves as a receiving facility for mega-container ships by taking advantage of the area's natural water depth to construct especially large berths of -18m in depth.
- Utilizes existing receiving facilities in the major shipping route network to serve as a transport hub for both major shipping routes and regular shipping routes to locations all over the world, and to serve as an international transshipment hub in Japan, primarily for routes to North

➤ Facilities are placed so as to divide operations in a way that takes advantage of each harbor’s characteristics, existing facilities, and potential, mutually complementing one another’s functions and achieving the full strength of Keihin Port. (*Keihin Port consists of three smaller harbors: Tokyo Port, Kawasaki Port, and Yokohama Port.)

◆ Characteristics of the 3 harbors of Keihin Port

Tokyo Port

- Proximity to major global consumer regions
- Complete road network to production hubs
- Commercial port supporting capital-area activities

Kawasaki Port

- Concentration of refrigerated/cold warehouses
- Further expandability to logistics sites
- Comprehensive distribution center located immediately nearby

Yokohama Port

- Close to the bay entrance for easy access
- High-quality natural port with deep waters
- Collection of freight from a wide area, including the Kanto and Tokai regions

◆ Primary functions as divided between the three harbors of Keihin Port

- Utilizes existing receiving facilities in the major shipping route network to continue serving as a hub for major shipping routes and Asian shipping routes in the future.
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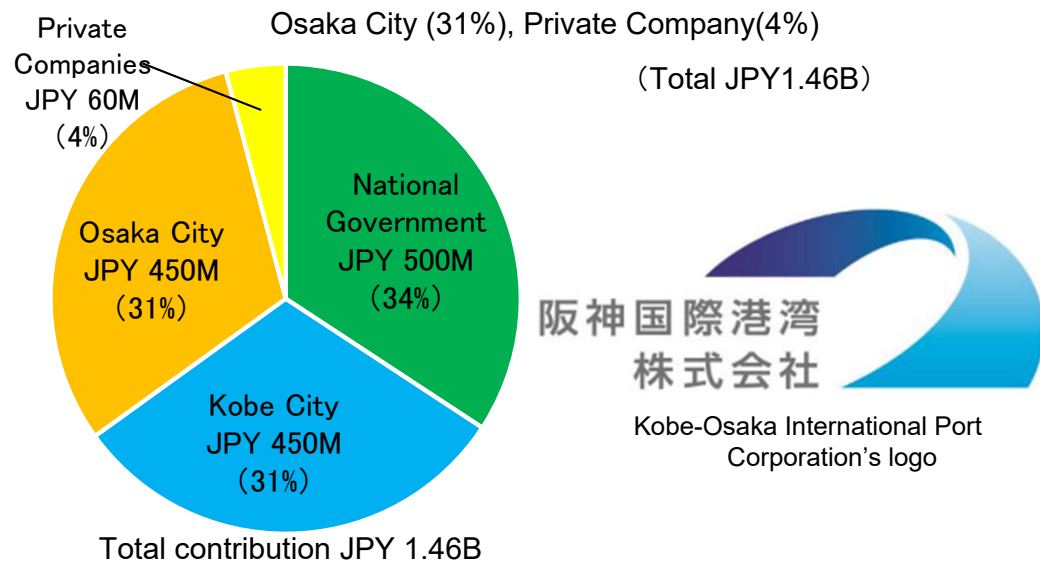
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The national government invested in Kobe-Osaka International Port Corporation in Dec. 2014, and in Yokohama Kawasaki International Port Co. Ltd in Mar. 2016. And a system was established in which these ports were operated by an all Japan conglomerate made up of the National Government, Port Management Bodies, Private Companies

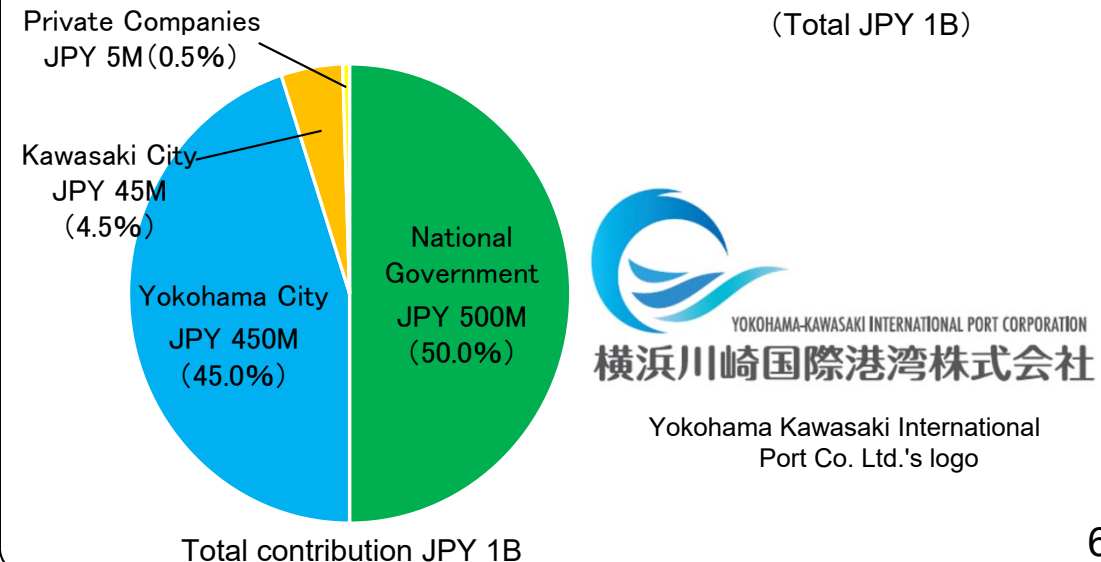
Outline of Kobe-Osaka International Port Corporation

- ◆Date of establishment : Oct. 1, 2014
- ◆Date of designation : Nov. 28, 2014 (Based on Port and Harbor Act)
- ◆Date of government-investment : Dec. 26, 2014
- ◆Representative :
Representative Director and Chairperson Mr. Yasuo Inubushi
Representative Director, President and CEO Mr. Yoshihumi Kawabata
- ◆Location : 8-1-6, Gokoudouri, Chuouku, Kobe City, Hyogo pref.
- ◆Headcount : 87
- ◆Investment ratio :National Government(34%), Kobe City(31%),



Outline of Yokohama Kawasaki International Port Co. Ltd

- ◆Date of establishment : Jan. 12, 2016
- ◆Date of designation : Mar. 4, 2016 (Based on Port and Harbor Act)
- ◆Date of government-investment : Mar. 25, 2016
- ◆Representative :
Representative Director and President Mr. Masamichi Morooka
- ◆Location : 2-3-1, Minatomirai, Nishiku, Yokohama City, Kanagawa pref.
- ◆Headcount : 28
- ◆Investment ratio :National Government(50%), Yokohama City(45%),



- "Tokyo Bay Port Liaison Committee" was established in 1976. Moreover, to expand and strengthen it, "Tokyo Bay Port Cooperation Promotion Council" was established in 1997.
- It was reestablished as "Tokyo Metropolitan Area Port Cooperation Promotion Council", newly adding Ibaraki Prefecture and Kanagawa Prefecture as a related port management body from August 2002.
- "Tokyo Metropolitan Area Port Cooperation Promotion Council" members
 - the port administrators of Kanto area ports (Ibaraki Prefecture, Chiba Prefecture, Tokyo, Kanagawa Prefecture, Kanagawa Prefecture, Kawasaki City, Yokohama City, Yokosuka City)
 - the Kanto Regional Development Bureau.
- The main activities are the following projects with the aim of contributing to the development, use and maintenance of metropolitan area ports from a wider and comprehensive viewpoint
 1. Planning and coordination of important matters concerning development, use and maintenance of metropolitan area ports, development and maintenance routes, and coastal areas adjacent to them
 2. Research on development of important matters concerning development, use and maintenance of metropolitan area ports, development and maintenance routes, and coastal areas adjacent to them
 3. Projects for the purpose of accumulation of technical knowledge in the port field and improvement of technical ability, acquisition of the latest information necessary for diversified knowledge and practice necessary for port management
 4. Public relations activities concerning metropolitan area ports
 5. Other activities required to achieve purpose of meeting