

# Continuous Transformation to Meet the Needs of Users and Citizens

## - Port of Yokohama -

Port of Yokohama

### Developing one of the world's deepest quay walls at 20m

Source: Port and Harbor Bureau, City of Yokohama

#### Background and Objective

The port of Yokohama, Japan's leading international trading port, plays a significant role in developing the economy and culture of Yokohama. During the course of its development, Yokohama faced some problems in carrying out its port and urban functions:

- ✓ With innovations in maritime transportation, sizes of container vessels have grown and cargo volumes have increased rapidly;
- ✓ Increasingly complex port and urban functions have required better coordination; and
- ✓ The busy port has become less accessible to people.

#### Project Impacts

To cope with these problems, the city embarked on a modernization plan for the port, constructing berths on reclaimed land which are connected to other piers and the hinterland through a road network which includes the Bay Bridge. Yokohama diverted traffic from/to the port and the city, alleviating traffic congestion in the city center. At the same time, the city reconstructed and redeveloped the waterfront, including establishing green zones to improve the harbor's environment and ensure easy access for the public.

Japan's first and one of the world's deepest, Yokohama Port's quay walls are now under construction and are expected to be in operation by 2014. At 20 meters, they will be capable of accommodating super large container vessels.

Yokohama Port has acquired a distinct reputation for its world-class operation, highly efficient cargo handling, and quality assurance. Privatizing the Yokohama Port Corporation has enabled long-term planning and flexible management to meet users' needs together with support of the city, while promoting environment-friendly initiatives.

#### Basic Information of Yokohama Port

Opening of the port – June 2, 1859

Port Area -	7,315.9 ha
Waterfront Area -	2,863.8 ha
Commercial Zone -	1,012.8 ha
Industrial Zone -	1,697.2 ha
Marina zone -	4.2 ha
Recreational Zone -	89.5 ha
Others -	60.1 ha

Number of Berth – 248 berths  
(public berth 89, private berth 159)

Number of incoming vessels - 37,047

Volume of Cargo Handling – 121.39 million tons / year

Number of Containers – 3.05 million TEU

Source: Port and Harbor Bureau, City of Yokohama

Port of Yokohama website  
<http://www.city.yokohama.lg.jp/kowan/english/>  
 Yokohama Port Cooperation website  
<http://www.yokohamaport.co.jp.e.df.hp.transer.com/>

# Port of Yokohama

## Creating a Logistics Center with Modern Berths and Support Infrastructure at Minami Honmoku Pier

The construction of Minami Honmoku Pier as a new logistics center has been underway since 1990. Approximately 40% of the total 216.9 ha of planned landfill area has been completed, so far.

MC-1 and MC-2, which started operations in April 2001, are state-of-the-art berths capable of accommodating increasing volumes of container cargo and growing sizes of container ships. They are equipped with advanced facilities such as a 16-meter deep berth, six mega container cranes with an outreach of 22 rows, and a total berth length of 700 m (350 m × 2 berths). They are advanced container terminals capable of smoothly accommodating the world's largest container ships.

Besides MC-1 and MC-2, reclamation work on MC-3 has been underway since January 2007, including work on the world's largest 20-m deep quay.

The area behind the container terminals serves as a new comprehensive logistics base equipped with a distribution warehouse, a delivery service center, and a distribution terminal complex.



Minami Honmoku Pier, one of the world's largest quays

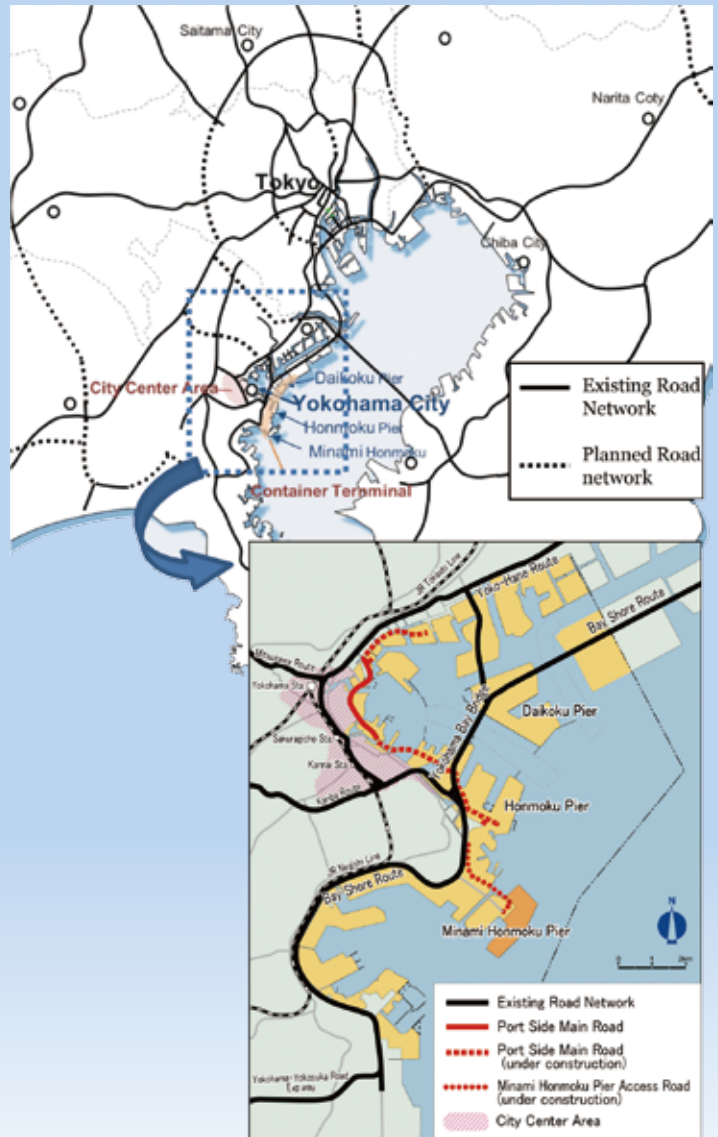
Source: Port and Harbor Bureau, City of Yokohama

## Decongesting the City Center by Diverting Cargo Traffic

To strengthen its international competitiveness, Yokohama improved the access to its piers, which is being done in phases, and to the hinterland. A complete road network was developed to connect Yokohama to all locations within the metropolis. The Yokohane and Bay Shore routes of the Metropolitan Expressway are connected to Tokyo, located northeast of Yokohama, while the Tomei Expressway is linked to Shizuoka, which is southwest of Yokohama.

Furthermore, a loop road network is undergoing improvement and the access between Yokohama Port and its hinterland will be further strengthened in the future, both of which will further enhance the value of Yokohama Port for its users.

Road Network to the Hinterland and Diversion of Cargo Traffic from the City Center



Source: JICA Study Team based on map from Port and Harbor Bureau, City of Yokohama

## Providing World-class Operation and Flexible Management

The privatization of the Yokohama Port Corporation has resulted in a more efficient management of port operation to meet users' needs. A long-term development and financing plan for the port has also enabled a flexible and timely disbursement of funds for operation and maintenance and suitable tariff setting. Together with efforts of the city and national government on facility development, the efficient and effective management and operation of the port have provided valuable services to users.

Yokohama Port has a strong reputation for highly efficient cargo-handling and quality assurance, which are supported by skilled operators and a knowledgeable private sector.

In addition, Yokohama has used environment-friendly technologies in its port facilities, such as hybrid cargo-handling machines, renewable energy, and LED lighting, among others.