Port of Tokyo

Contents

1-(1) Characteristics①

◆ Commercial port

Mega-consumption area as hinterland

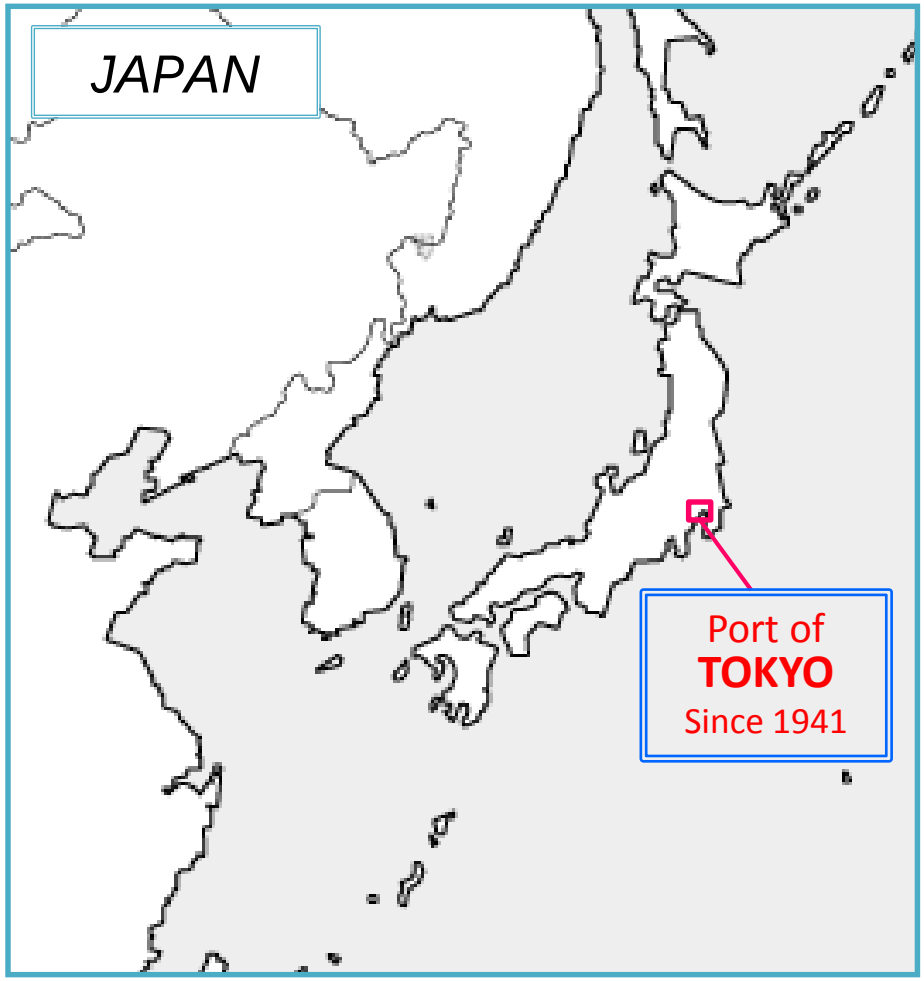
Tokyo Metropolitan Area: 43 million people

◆ Import port

Import : Export = 7 : 3

◆ Container port

Containers cargo:
96% of foreign trade cargo



1-(1) Characteristics②

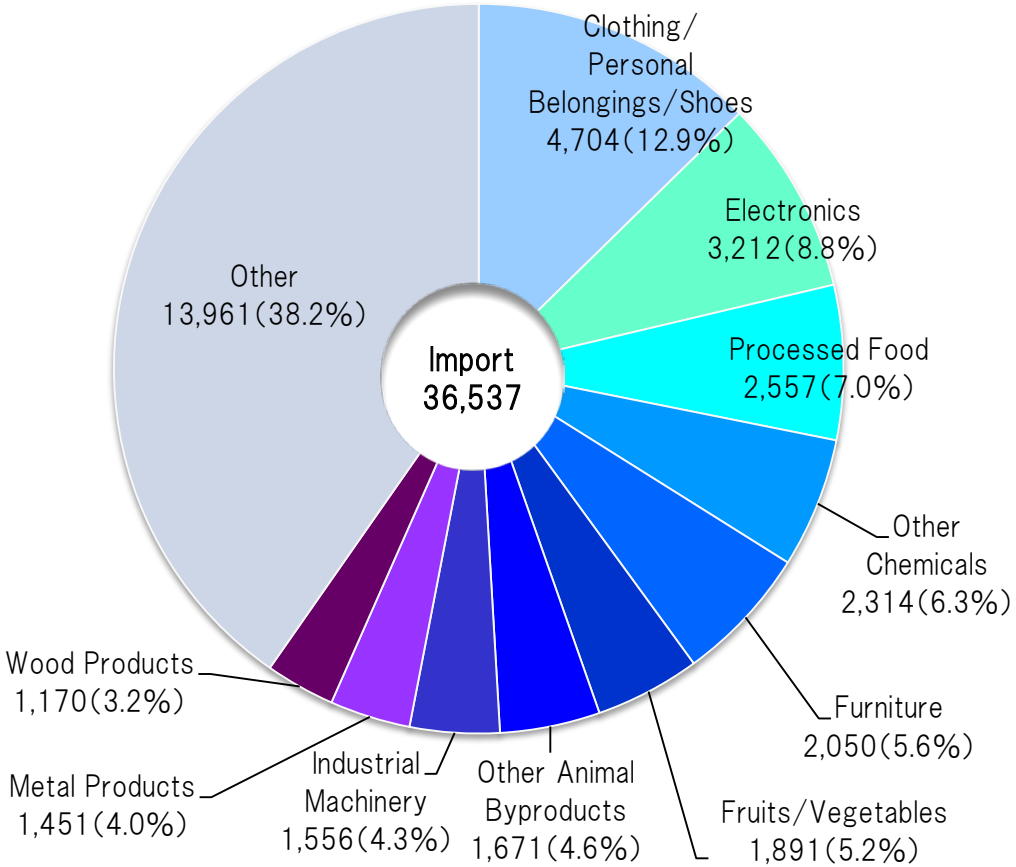
◆ Foreign Trade Breakdown

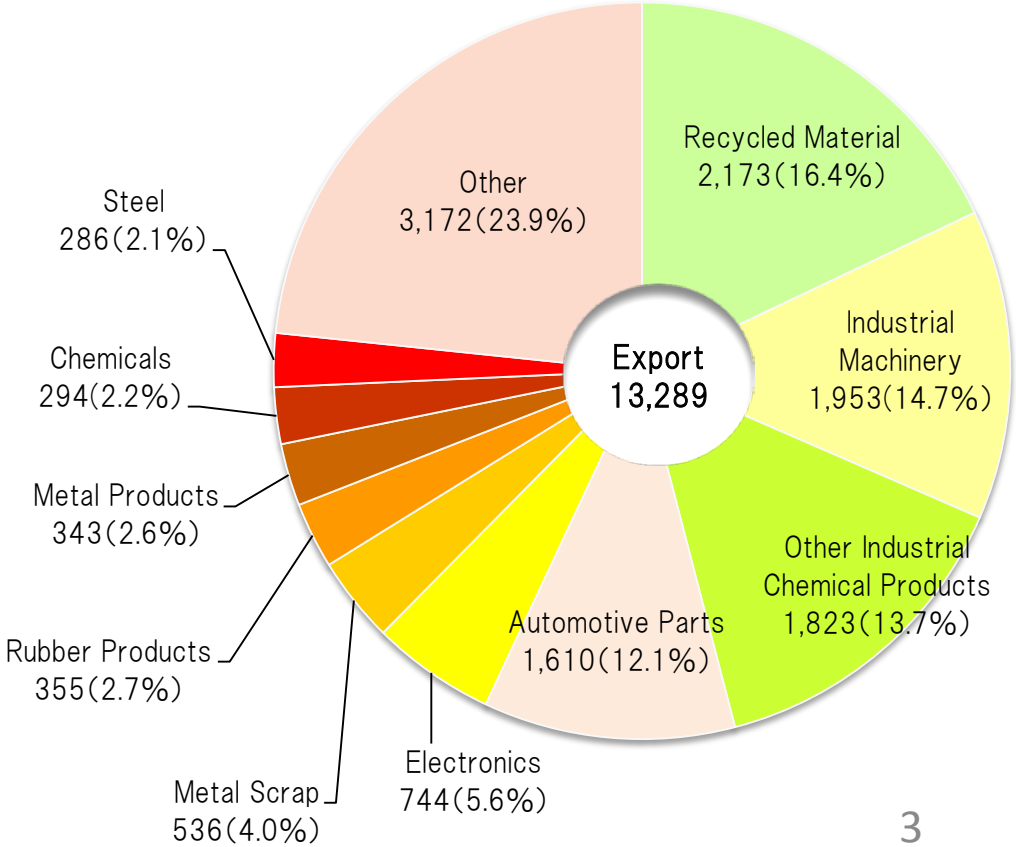
Imports (Unit: 1,000,000 tons):

Clothing/Personal Belongings/Shoes = 4.7, Electronics = 3.21, Processed Food: 2.56

Exports (Unit: 1,000,000 tons):

Recycled Material = 2.17, Industrial Machinery = 1.95, Industrial Chemical Products = 1.82

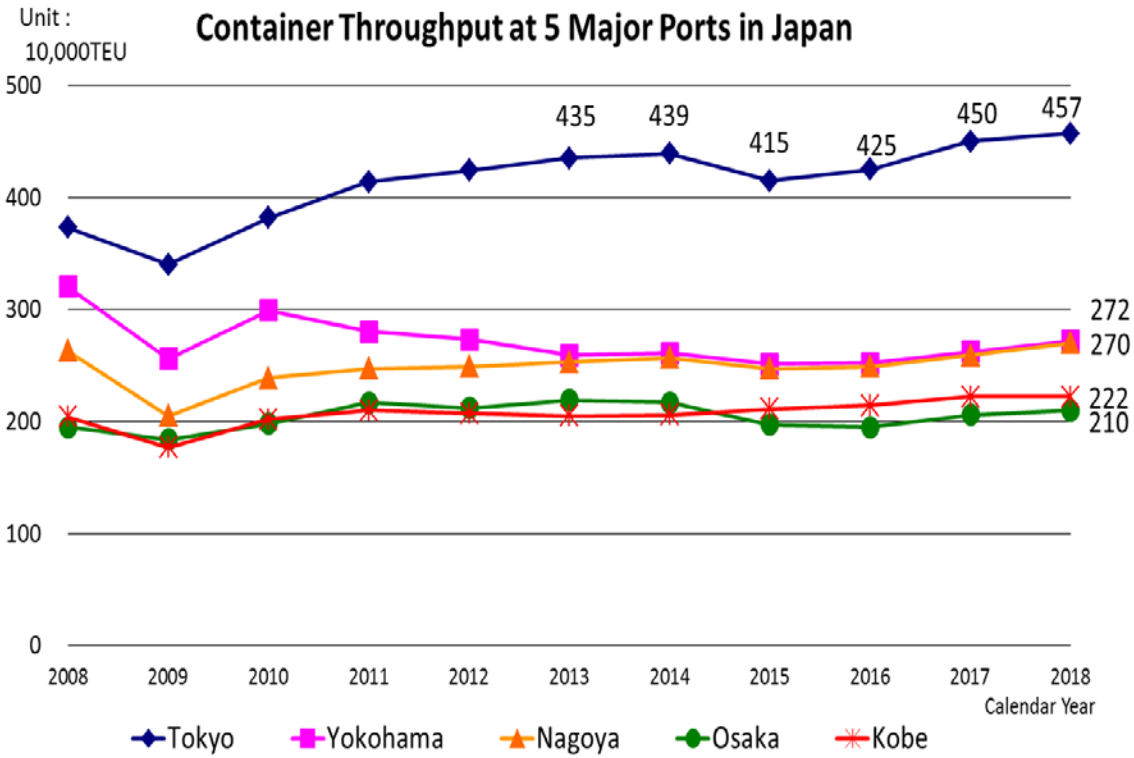


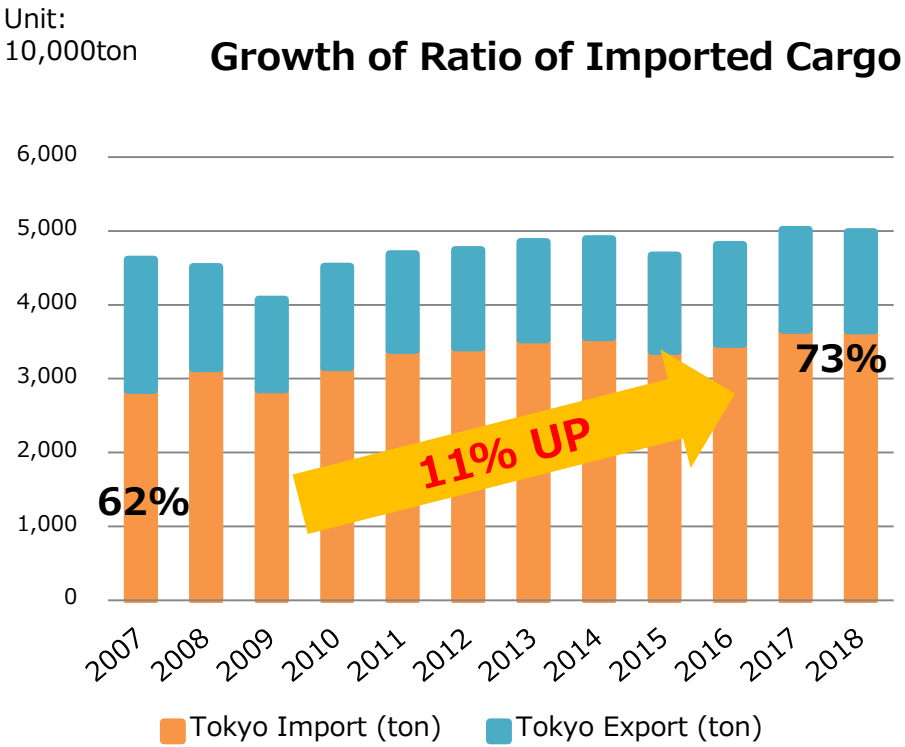


1-(2) Trend of cargo throughput

Port of Tokyo

◆ Foreign trade container throughput



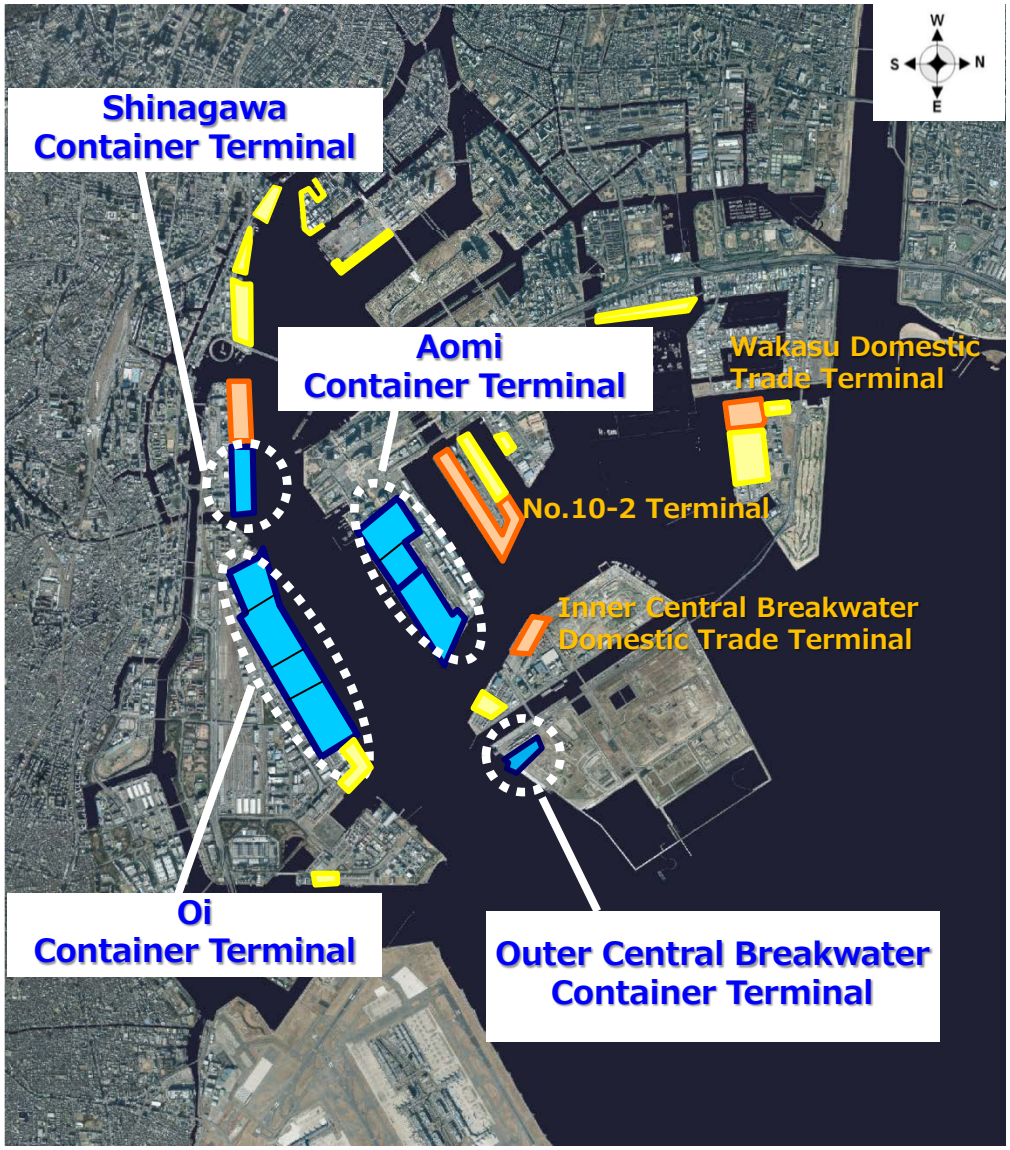


◆ Effective Utilization of Yards

Comparison of the Effective Utilization of Yards (Calculated by dividing cargo throughput since 2018 by container yard area)

	Tokyo	Yokohama	Nagoya	Osaka	Kobe	Los Angeles	Long Beach	Hamburg
TEU/㎡	3.00	1.29	1.67	1.70	1.58	1.33	1.48	1.98

1-(3) Port map



<Main Terminal>

Foreign Trade Container Terminals

In service: 16 berths/total 4,709m

Name	Oi	Aomi	Shinagawa	Central Breakwater Outer Berth
Number of berths	7	5	3	1
Length (m)	2,354	1,570	555	230
Water depth(m)	15	13－15	10	11
Yard area(㎡)	945,700	479,079	96,741	129,319
Number of cranes	20	12	4	3

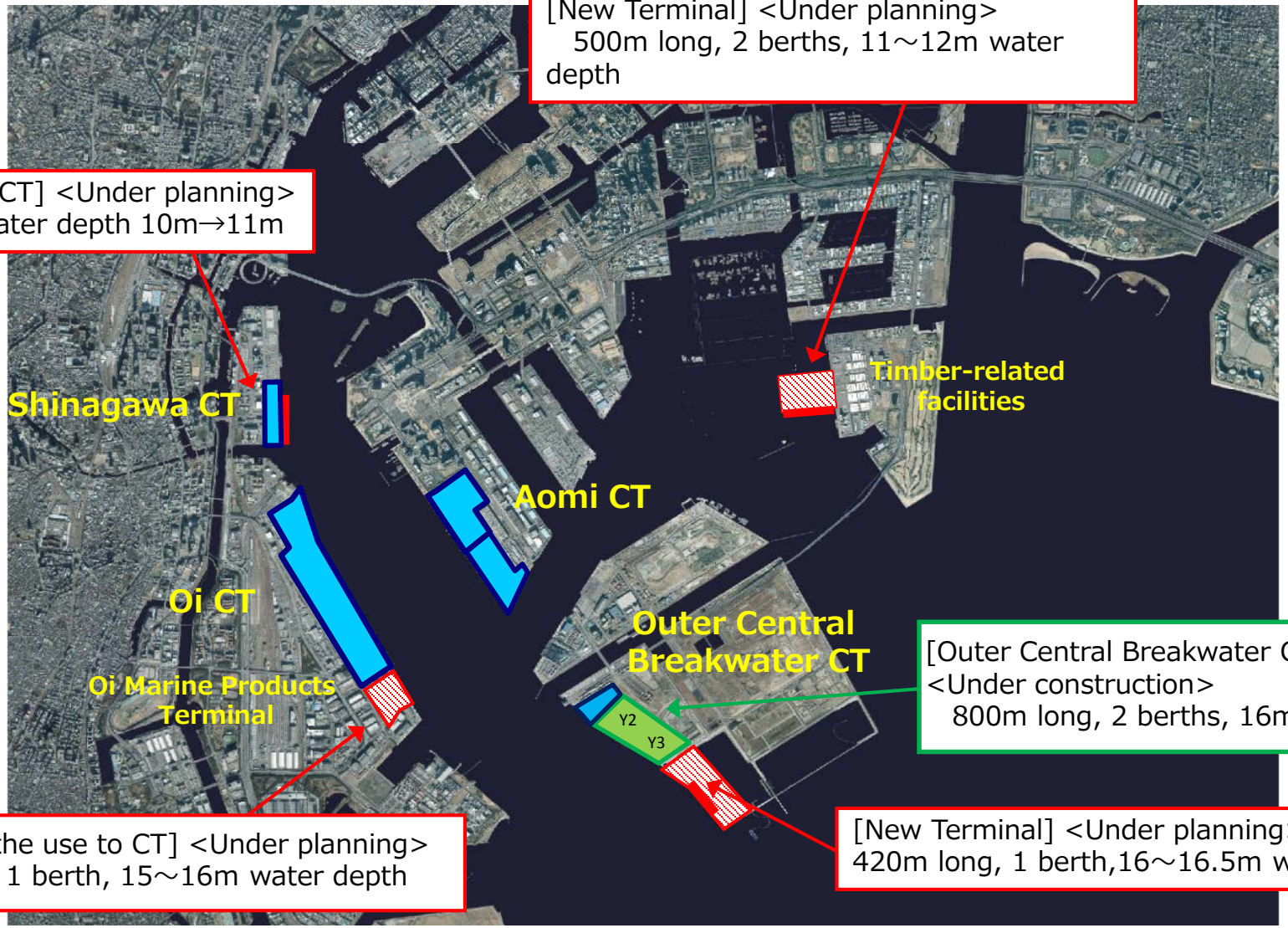
Domestic RORO/Ferry Terminals

In service: 23 berths/total 3,908 m

Other Terminals

2-(1) Development and reorganization of new container terminals①

◆ Future plan of container terminals



[New Terminal] <Under planning>
500m long, 2 berths, 11～12m water depth

[Shinagawa CT] <Under planning>
change of water depth 10m→11m

[Outer Central Breakwater CT]
<Under construction>
800m long, 2 berths, 16m water depth

[Change of the use to CT] <Under planning>
400m long, 1 berth, 15～16m water depth

[New Terminal] <Under planning>
420m long, 1 berth,16～16.5m water depth

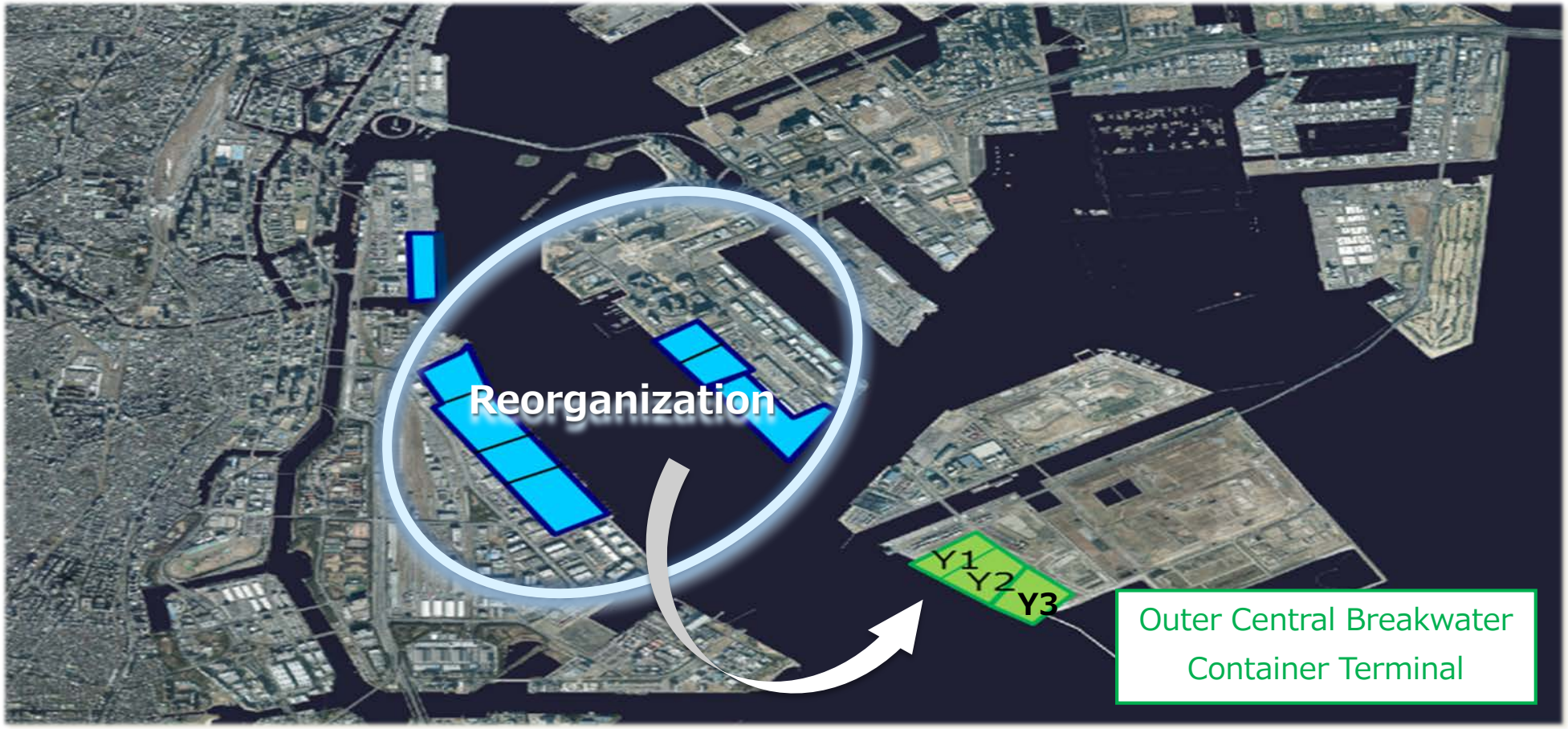
In service

Under construction

Under planning

2-(1)Development and reorganization of new container terminals②

◆ Reorganization & Redevelopment of Existing Container Terminals



Improve the effectiveness and productivity of container terminals

2-(1) Development and reorganization of new container terminals③

◆ Building new logistics base

Now building container terminal with high-standard berths for large ships

Outer Central Breakwater Container Terminal Completed Berths (Y1 & Y2)

	Y1 (Opened Nov 1, 2017)	Y2 (Under Construction*)	Y3 (Under Construction)
Yard Area	Approx. 13 ha	Approx. 20 ha	Approx. 25.2 ha
Cranes	3	3	—
Depth	-11 m	-16 m	-16 m

*Quay opened on Nov. 1, 2017

◆ Installing large cranes

<Installing large cranes in the Outer Central Breakwater Container Terminal (Y2)>

Low Profile Crane <Expected Completion Image>

- Shuttle Boom Type Container Crane (Seismically Isolated Structure)
- Outreach: 63.0 m Supports 22 rows

We are **gradually upgrading gantry cranes** in existing container terminals, in order to promote the docking of large ships

2-(2) Efforts for the 2020 Tokyo Olympics in the Port of Tokyo

Port of Tokyo

1) Open the new container terminal (Y2)

2) Promote spread of container vehicles by time

- Extend the container middle gate open time
- Expand temporary storage usable 24 h (1→4)

3) Enhance the provision of information

- Install more web cams on coast roads (1.5x)
- Provide coastal area traffic congestion maps
- Open a specially made website

4) Reduce cargo inside terminals

- Eliminate long-term stored cargo

5) Promote use of ships (feeder/barge support)