Background of the Port of Tokyo
Yuji Hirano
President and CEO of Tokyo Port Terminal Co., Ltd.

Busan International Port Conference 2014
Enhancement of Sea Routes

Port of Tokyo, Linking the World

<table>
<thead>
<tr>
<th>Region</th>
<th>Route</th>
<th>Frequency Per Month</th>
</tr>
</thead>
<tbody>
<tr>
<td>North America</td>
<td>North America</td>
<td>64</td>
</tr>
<tr>
<td>South America</td>
<td>South America</td>
<td>4</td>
</tr>
<tr>
<td>Europe</td>
<td>Europe</td>
<td>8</td>
</tr>
<tr>
<td>East Asia</td>
<td>Korea</td>
<td>48</td>
</tr>
<tr>
<td></td>
<td>China</td>
<td>132</td>
</tr>
<tr>
<td></td>
<td>Sub Total</td>
<td>180</td>
</tr>
<tr>
<td>South East Asia</td>
<td>South East Asia</td>
<td>132</td>
</tr>
<tr>
<td>New Zealand</td>
<td>New Zealand</td>
<td>4</td>
</tr>
</tbody>
</table>

Jan, 2014
Features of the Port of Tokyo

○ Opened in 1941 as an international trade port, Tokyo Port is now an international port that handles the largest number of foreign trade containers in Japan.

○ Tokyo Port is linked to major ports around the world through the regular container service network and is an important international distribution base that supports the Japanese industrial society.

○ Its hinterland ranges over a wide area including the Tokyo metropolitan area with a population of 40 million, Central region and southern Tohoku Regions.

○ Ratio of import cargoes to export cargoes handled at Tokyo Port is 7 to 3.
Past, Present and Future of Container Terminals

- **1941**: Port of Tokyo opened
- **1967**: Keihin Port Development Authority established
- **1975**: Shinagawa Container Terminal completed
- **1985-1996**: Development of a new container berth in the outer central breakwater area
- **1996-2004**: Oi Terminal reorganized into a 7-berth terminal
- **Near future**: 8-berth Oi Container Terminal completed
- **5-berth Aomi Container Terminal** completed

Port of Tokyo
Current Status of the Port of Tokyo

No. of foreign trade containers handled at 5 major domestic ports in Japan

- Tokyo: 435
- Yokohama: 259
- Nagoya: 253
- Osaka: 219
- Kobe: 205

Data made by the Bureau of Port and Harbor, Tokyo Metropolitan Government from annual reports of the Port of Tokyo and press materials.
Current Status of the Port of Tokyo

Annual statistics (for 2013 {preliminary results})

- Incoming vessels: 26,095 ships (101%)
- Total cargo volume: 86,032,000 ton (103%)
  - Foreign trade cargo: 48,494,000 ton (102%)
  - Foreign trade containers handled: 4,350,000 TEU (102%)
  - Domestic cargo: 37,538,000 ton (106%)

Trade value

- Port of Tokyo: 15,500 billion yen (118%)
  - Port of Yokohama: 10,900 billion yen (105%)
  - Port of Nagoya: 16,300 billion yen (114%)

from "Port of Tokyo Annual Report" and "Trade Statistics of Japan"
Shinagawa Container Terminal

<table>
<thead>
<tr>
<th>Terminal</th>
<th>Lessee</th>
</tr>
</thead>
<tbody>
<tr>
<td>SC</td>
<td>Public Container Terminal</td>
</tr>
<tr>
<td>SD</td>
<td></td>
</tr>
<tr>
<td>SE</td>
<td></td>
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</table>

Oi Container Terminal

<table>
<thead>
<tr>
<th>Terminal</th>
<th>Lessee</th>
</tr>
</thead>
<tbody>
<tr>
<td>O1</td>
<td>Kawasaki Kisen</td>
</tr>
<tr>
<td>O2</td>
<td></td>
</tr>
<tr>
<td>O3</td>
<td>Mitsui O.S.K Line</td>
</tr>
<tr>
<td>O4</td>
<td>(quake-resistant)</td>
</tr>
<tr>
<td>O5</td>
<td>(quake-resistant)</td>
</tr>
<tr>
<td>O6</td>
<td>(quake-resistant)</td>
</tr>
<tr>
<td>O7</td>
<td>Nippon Yusen</td>
</tr>
</tbody>
</table>

Aomi Container Terminal

<table>
<thead>
<tr>
<th>Terminal</th>
<th>Lessee</th>
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</thead>
<tbody>
<tr>
<td>A0</td>
<td>Public Container Terminal</td>
</tr>
<tr>
<td>A1</td>
<td></td>
</tr>
<tr>
<td>A2</td>
<td></td>
</tr>
<tr>
<td>A3</td>
<td>Hanjin Shipping</td>
</tr>
<tr>
<td>A4</td>
<td>Evergreen Marine</td>
</tr>
</tbody>
</table>

Management and Administration of Port Terminals for Foreign Trade
Port of Tokyo’s Facilities Improvement Plan

- Promote development of the New Terminal and redevelopment of existing Terminals to enhance the functions of the Port of Tokyo.
- Develop new facilities to ease traffic jams and improve road network of the Port of Tokyo.

New Terminal (under development)
- Y1: water depth -11m
- Y2: water depth -16m
- Y3: water depth -16m
# The Governance of Port of Tokyo

## Port of Tokyo

### National Government (MLIT)
- **Port development and management policy in Japan**
- **Port development (infrastructure)**
  - Develops large-scale wharves/roads, etc.

### Tokyo Metropolitan Government (Port management body)
- **Port administration**
  - Supervises the port area
  - Administers water areas and ships entering/exiting the port
  - Prepares a port improvement plan
  - Port statistics
- **Port development (infrastructure)**
  - Develops wharves (*)/terminal sites/breakwaters/waterways/anchorages, etc.
  *Partly developed by national government
- **Others**
  - Develops/maintains urban facilities (roads, parks) within the port area

### Tokyo Port Terminal Co., Ltd.
- **Construction, maintenance and repair of port facilities and equipment**
  - Port facility operation
- **Port development (facilities)**
  - Maintains cargo handling machines, container yards, etc.
The Governance of Port of Tokyo

National Government (MLIT)
- Development of wharves

Tokyo Met. Government (Port management body)
- Wharf & terminal site development

Tokyo Port Terminal Co., Ltd.
- Wharf lease
- Development, maintenance and management of port facilities
  - Container yards
  - Office building
  - Cargo handling machines, etc.

Terminal lessees
- Lease
- Terminal lessees

Stevedoring company
- Provision of services
- Entrustment of terminal operation

Users (Shipping company, etc.)
- Wharf/land lease
- Loan of funds for maintenance of cargo handling machines, etc.

Port of Tokyo
<table>
<thead>
<tr>
<th>Main Businesses of TPT</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port terminal business for foreign trade</td>
<td>Uniform management/operation of Oi, Aomi and Shinagawa Container Terminals which are Tokyo Port’s main foreign-trade terminals</td>
</tr>
<tr>
<td>Ferry terminal building, etc.</td>
<td>Lease of the ferry terminal building and related car park, chassis pool, shed and other facilities to clients and proper operation/maintenance thereof</td>
</tr>
<tr>
<td>Passenger ship terminal</td>
<td>Management/operation of Harumi, Takeshiba, Ariake and Aomi Passenger ShipTerminals</td>
</tr>
<tr>
<td>Marine parks, etc.</td>
<td>Management of 24 parks including marine parks and sports facilities such as tennis courts and golf links</td>
</tr>
<tr>
<td>Effective use of surplus construction soil</td>
<td>Soil generated from construction projects occurring within the Tokyo metropolitan area are being effectively reused as landfill material at the Port of Tokyo and other regional ports.</td>
</tr>
<tr>
<td>Port-related/environmental conservation</td>
<td>Cleaning sea surface and recovering waste oil from vessels to preserve aquatic environment in Tokyo Port</td>
</tr>
</tbody>
</table>
Selected as International Container Strategic Ports in August, 2010

Ports of Tokyo, Kawasaki and Yokohama = Keihin Port
Thank you for your attention.