Re-developing Inner Harbors: lessons from Japan’s experience

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Points of Presentation

1. What is “NEW” to port redevelopment?
2. Characteristics of Japan’s port policy and development
3. Port as seaward expansion of its mother city
4. National port policy for inner harbor redevelopment
5. Case of Yokohama Minato Mirai 21
6. Lessons from Japan’s experience
Port is a creature of constant change

- Ports have faced constant changes in market and technology.
- Thus, evolving through new development and re-development.
  - Redeveloping or expanding existing terminals for traffic growth
  - Developing new terminals for deeper water depth and ample space

Port evolution has drastically changed port’s spatial structure

- Moving a port’s activities away from its mother city and people
- Creating “Outer Harbor” and “Inner Harbor” within a port area

Emerging need for “Redevelopment of Inner Harbors”

- Building a new bridge between a mother city and a port
- Reviving underused waterfront for city-port mixed uses
  - enhancing port’s spatial interface with urban areas
Spatial evolution of a port

urban area

city center

water area

Outer harbor

Inner harbor

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Tackling Inner Harbor Redevelopment

What objectives to achieve?
- Promoting selective port activities compatible with city life, or
- Expanding and strengthening business and commercial , or
- Enhancing urban amenity for better city life

What land-use to develop?
- Facilitating unique mixture of port-related and urban uses, or
- Converting inner harbors to completely non-port and urban uses, or
- Combining the both

Who coordinates planning over water and land?
- Port authority, or
- Urban development agency, or
- Private organizations

Who finances redevelopment projects?
- Public: port, city, nation
- Private: real estate developer, port-related industry, infra-funds, etc.
Concept of Japanese ports

- Traditionally, a port has been considered as a city’s frontier to the sea.

- Port has been and still is
  - Not just interface between shipping and land transport;
  - But also a city’s frontier to the sea

- Port is written in Japanese, thus, meaning “a town on water-edge”

- The duality of Japanese ports’ mission makes them quite different from the ordinary concept of western world.
Backgrounds of Japan’s ports

- Geographical setting
  - 4 main islands & 3,000 islands
  - Land area: 377,000 km²
  - Only 30% of land is flat, mostly scattered along the coast
  - Long coast lines: 33,000 km

- Population & economic density
  - High density per inhabitable land (GDP, Population)

![Graph showing population and GDP per inhabitable land for various countries, including Japan, the Netherlands, Belgium, Germany, the U.K., France, and the U.S.](image)

Source: compiled by author from World Bank-World Development Indicators 2014
Note1: All data are for the year 2013.
Note2: Land Area excludes area under inland water bodies such as rivers and lakes.
Note3: Inhabitable Land is calculated by excluding a country's forest area from its land area.
Port management system

Port Management Body (PMB)

- Local government’s internal department
- Managing by landlord port model
- Jurisdiction over land (“port district” designated by city’s zoning plan)
- Jurisdiction over water area (“port water area” designated by P&H Law)
- Empowered to issue permit for development, public and private, in a port district as well as port water area, including that for land reclamation.

Port planning

- PMB is required to establish a long-term port plan, conforming to national port policy laid down by Ministry of Land, Infra. & Transport.
- To finalize it, a lengthy consensus process is necessary with relevant internal departments, local organizations and national agencies.
- MLIT is required to review the plan submitted but only able to recommend changes it considers appropriate, if any.
Port as seaward expansion of its mother city

- Extensive land reclamation works were carried out across the country.
- Since 1945, a total of 72,000 ha land has been reclaimed from sea within port areas.
- A variety of land uses, from port-related and industrial to city-related such as housing and offices.
  - 1960s: industry use dominated
  - 1970s/1980s: other uses increasing
Port of Osaka: Sakishima Island

- Total area of Sakishama Island: 1,050ha
- Residents: 26,000 with 4 primary, 2 secondary, 1 high school
- Container, Ferry terminals; Logistics parks, Trade center, Convention center; Shopping malls; Marine parks, etc.

Terminals: 196ha (18.8%)
Logistics: 401ha (38.3%)
Housing: 90ha (8.6%)
Industries
Power/Waste treatment: 83ha (8.0%)
Parks, Greens: 130ha (12.4%)
Offices, Shops
Roads, Rails

Source: Port Authority of Osaka
Sakishima Island Today
Port Renaissance 21

- National port policy “Ports towards the 21st century” was launched in 1985.
  - Respond to the society’s arising paradigm shift from “growth in scale” to “growth in quality”.
  - Beyond pursuit for terminal expansion, build higher quality of port space as a whole, functionally, environmentally, and amenity-wise.
  - In particular, revive underused inner harbors to provide public access and amenity for better quality of life.

- Port Renaissance 21
  - Government’s financial supports were set up to accelerate redeveloping inner harbors (planning cost subsidy, public works, low rate loans & tax benefits for PPP, etc.)
  - 1986-1993, a total of 59 ports carried out planning works, most of which were implemented with varying degrees of success.
Some successful Port Renaissances

Moji, Kitakyushu

Fisherman’s Wharf, Kushiro

Garden Pier, Nagoya

MOSAIC, Kobe

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Port of Yokohama: Minato Mirai 21

- **Backgrounds**
  - Yokohama has two urban centers, about 2 km away each other. An old shipyard in between separated them, and also the sea from the city.
  - In 1980, the city and the ship-building company agreed to relocate the shipyard to a new site within the port. In 1983, relocation completed.

- **Objectives**
  - Combining the city’s two centers to create the more attractive urban hub both for businesses and people’s life.
  - Transforming the port’ industrial area to public waterfront with high quality of amenity.
  - Promoting the decentralization of overcrowded Tokyo’s business and commercial activities.
Master Plan of Minato Mirai 21

- Project outlook
  - Area: 186 ha (including reclaimed land 75ha)
  - Land use: urban uses (offices, shops, housing) 87 ha (47%), road/rail 42 ha (23%), parks 46 ha (25%), wharf 11 ha (6%)
  - Population: about 10,000
  - Companies: 1,720 with 93,000 employees
  - Visitors: 72 million/year (2013)
  - Investment (public & private): ¥1,920 billion ($19.2 billion)
Minato Mirai 21

Source: Google Earth
Snap shots of Minato Mirai 21
Some lessons from Japan’s experiences

- **Leadership**
  - Find “Key Person” to coordinate stakeholders with different interests.
  - Keep holding high a clear vision and direction over a long project period.

- **Public involvement**
  - Have everyone feel proud and excited about the project.
  - Hold workshops, seminars, visits to other port’s re-developments.

- **Set in the city’s overall coastal plan**
  - Don’t jump onto a port plot without an overall coastal plan for the city.
  - Think how to strategically use the site for the benefits of long-term.

- **All-out challenge**
  - Jointly work with all concerned government agencies & departments
  - Let private sectors have business opportunities throughout the project period
Some lessons from Japan’s experiences (cont.)

- **Spatial planning**
  - Plan both land side and water side as an integrated space.
  - Develop networks for traffic and people, including visual axis & corridors.

- **Integration of city and port**
  - Create the city’s new face, making the most of the unique waterfront.
  - Create new links to city’s centers to revitalize the project site.

- **Phasing the project**
  - Keep businesses in the area going on during redevelopment.
  - Phasing relocation of existing activities over the period of time.

- **Inner Harbor Redevelopment is just a start**
  - Build in programs for people to find ways to enjoy the newly created area.
  - Propagate the reviving wave to neighboring areas.
Thank you for your attention

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