

Port & Harbor Plan

Port of YOKOHAMA



Management of the Port of Yokohama

- Name of harbor administrator: City of Yokohama
- Establishment of port management body. June 1, 1951
- Specially designated major port: September 22, 1951
- Specific designated important port: July 4, 2005

What is the Port & Harbor Plan for the Port of Yokohama?

The “Port & Harbor Plan for the Port of Yokohama” contains the basic plans specified by the City of Yokohama as the harbor administrator according to the Ports and Harbors Law to systematically develop, utilize and maintain the space of the Port of Yokohama that is composed of certain water areas and land areas (harbor zone and neighboring districts of the Port of Yokohama).

To be more precise, the plan contains:

- logistics related matters, such as berth and other pier planning and harbor road planning for improvement of transportation efficiency
- exchange and environment related matters, such as water area utilization planning, green area planning, waste disposal planning, and
- safety related matters, such as planning of earthquake-resistant berths.

This harbor plan provides the guidelines for development of harbor facilities implemented by the harbor administrator itself as well as for the activities of private businesses operating in the harbor.

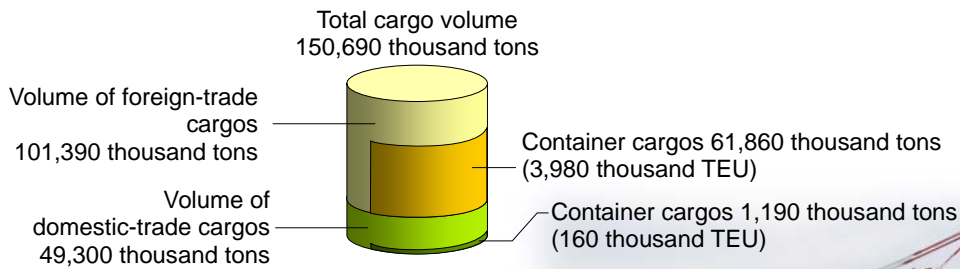
[Port and Harbor Bureau, City of Yokohama](#)

Capacity of the Port of Yokohama

The capacity of the Port of Yokohama in the target year (in the late 2010s) is specified as follows.

The volume of cargos handled will increase due to the growing automobile industry, acceleration of international specialization in the production fields, borderless economy under the Free Trade Agreement (FTA), expansion of Japan-China trade, activities for the super core port and other reasons. It is estimated that the total cargo volume in the target year will be about 150 million tons and the number of cargos handled will exceed 4 million TEU.

The major export items are finished automobiles, automobile parts and industrial machinery. The major import items are farm and marine products, machines and commodities.

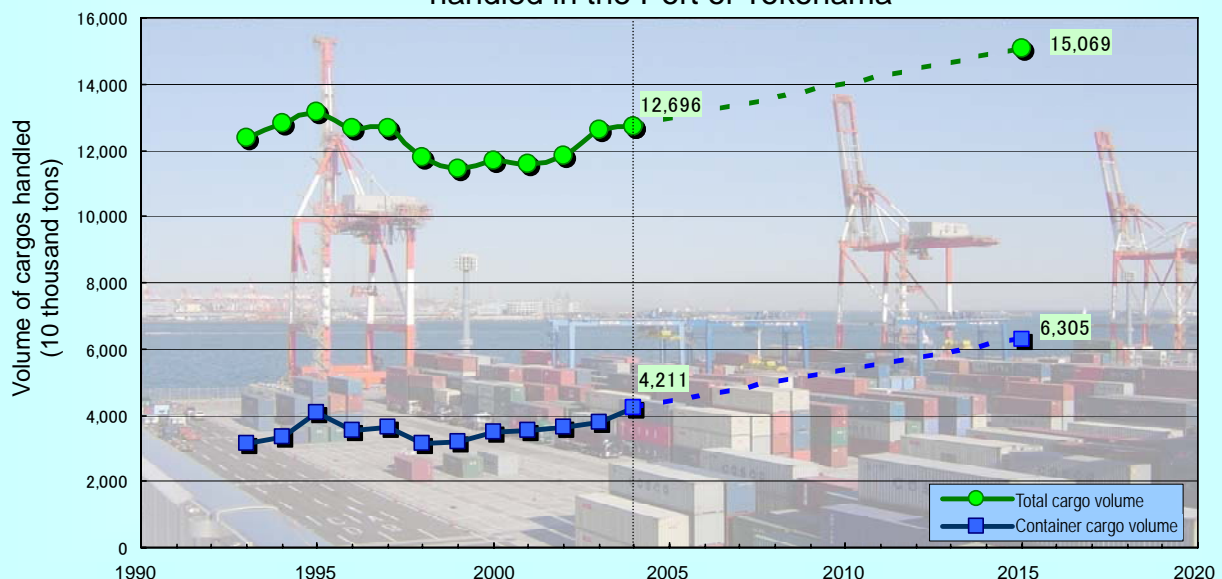


Container handling work



22-row mega gantry crane and containership growing in size

Transition and target of the volume of cargos handled in the Port of Yokohama



[Exchanges and Environment]

There are demands for the space where people can get close to the water and the waterfront line comfortable and familiar to the citizen. There are also growing interest in the environment surrounding the port, for example, revitalization of the Tokyo Bay and biotope environments. To create the space where everybody can freely enjoy and provide more attractive places of exchanges, we are making comprehensive plans, including utilization of water areas and green area of harbor areas.

■ Environmental improvement for the shallow places in the Kanazawa area

Create the bases for revitalization of nature, which are composed of beaches and green area, in the neighborhood of the Yokohama Bayside Marina, and promote civil activities, such as environmental learning and marine recreation.



Grass wrack

Yokohama Bayside Marina situated next to shallow places

■ Redevelopment of Zonohana and other areas



Zonohana, the breakwater, against the Minato Mirai area

The port is the largest sightseeing resource in Yokohama. To make the port more attractive, we will create a waterfront open to the public in the Zonohana area and Yamanouchi and Yamashita piers by making full use of historic property and characteristic landscapes.

In the Zonohana area, where the Port of Yokohama originated, we will create a lively place of exchanges in the space between the Osanbashi Pier and the Red Brick Park, while paying attention to landscapes and sceneries.

■ Securing of green area open to the public

Utilizing the local characteristics, we will form landscapes in harmony with the surroundings and create and pass down a comfortable harbor space and an attractive space where people can get close to the water.

Daikoku Pier	Green space	36.7 ha	Honmoku Pier area	Green space	20.9 ha
Tsurumi area	Green space	1.5 ha	Minami Honmoku Pier area	Green space	8.9 ha
Inner harbor areas (Yamanouchi)	Green space	6.4 ha	Isogo area	Green space	3.3 ha
	(Chuo) Green space	15.3 ha	Kanazawa area	Green space	13.0 ha
(Shinko) Green space	17.8 ha	Seashore		1000 m	
(Osanbashi Pier) Green space	2.6 ha	Total	Green space	134.1 ha	
Yamashita Pier area	Green space		7.7 ha	Seashore	1000 m

Planned areas of harbor green space



Osanbashi Pier viewed from the Red Brick Park

■ Securing a final waste disposal site

There are demands for a new final waste disposal site to steadily dispose of waste materials generated in the city over a prolonged period. There are also demands for sites that can steadily receive construction waste soil and dredged soil.

To meet these demands, we will establish a new final waste disposal site in Block 5 of the Minami Honmoku Pier to dispose of those waste materials and construction waste soil.

Policies of Port & Harbor Plan

① Reinforce the international competitiveness based on the highly-efficient foreign-trade container terminals

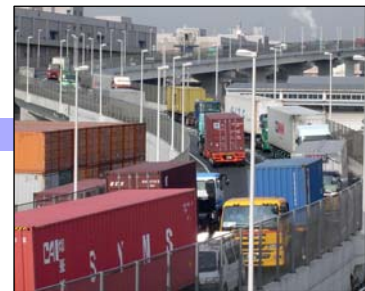
Reinforce the international competitiveness based on the high-standard container terminals, as a super core port that represents Japan.

- Create the high-standard container terminals (Honmoku Pier, Daikoku Pier and Minami Honmoku Pier)
- Accommodate larger containerships (Minami Honmoku Pier MC-3 and 4)

② Efficiently utilize the harbor space in response to changing demands for physical distribution

To accurately respond to trends of physical distribution and marine transportation, effectively utilize the existing harbor facilities for advancement and improved efficiency of physical distribution functions.

- Convert and aggregate public berth functions
- Create advanced physical distribution zones in response to diversified physical distribution



Route 357

③ Reinforce the road systems in coastal areas

Make traffic smoother in coastal areas and improve accesses to the Port of Yokohama.

- Reinforce road networks between piers and in wide areas
- Reduce traffic environment burdens in urban areas

④ Promote reorganization of functions of industries in coastal areas

Lead industrial activities by operating the appropriate coastal area system and utilizing the corporate location promotion system.

- Activate industries in coastal areas and aggregate functions, such as physical distribution and research and development

⑤ Create the waterfront as a place of sightseeing and exchanges

Promote creating the waterfront open to the public.

- Redevelop the inner harbor areas (Zonohana, Yamanouchi and Yamashita Pier areas)
- Promote the improvement of green area, versatile use of water areas and formation of water traffic network

⑥ Revitalize nature and purify the water quality

Promote activities to improve the water quality and revitalize the nature in the harbor.

- Purify the water quality in the inner harbor areas
- Promote revitalization of nature and environmental learning at the shallow places in the Kanazawa area



Rinko Park

⑦ Secure waste disposal sites

Extend the landfill period by effective use of the existing waste disposal sites, and at the same time, secure a new final waste disposal site to steadily dispose of continuously-generated wastes over a prolonged period.

- Develop a new final waste disposal site (Minami Honmoku Pier, Block 5)

⑧ Reinforce disaster-prevention functions through earthquake-resistant berths and other measures

Expand and reinforce earthquake-resistant berths so that marine transportation fulfills an important role in case of a large-scale earthquake.

- Develop and improve the earthquake-resistant berths for transportation of emergency relief supplies and the earthquake-resistant berths for sustaining of physical distribution functions

[Logistics]

To respond to international trends of logistics and marine transportation and to reinforce the functions as an international trade port, it was decided to build high-standard container terminals at three piers, Honmoku, Minami Honmoku and Daikoku. For this purpose, we will systematically review the functions of existing facilities and develop new piers.

■ Honmoku Pier

This is the main pier that handles more than 60% of the container cargos in the Port of Yokohama. It is planned to build 10 container berths, including 4 deep berths with depths of 15 m or more.

As a leading super core port, the Honmoku Pier BC container terminal is in service. It is the single terminal of the largest class in the country, and has a berth length of about 1,400 m, a depth of 15 m (at the tip) and a terminal area of 50 ha.

■ Minami Honmoku Pier

This pier is being developed to respond to increasing container cargos and larger ships. Two container berths with a depth of 16 m, the deepest in the country, are operating now. To accommodate much larger container ships in the future, we are planning to build two berths with depths of 16 m or more, the first in the country.

■ Daikoku Pier

In addition to three container berths, this pier is planned to have a variety of berths, including multipurpose berths to handle automobiles and other products and foreign and domestic trade berths. The Yokohama Port Cargo Center (Y-CC) and other large-scale modern logistics facilities are developed in the pier.



Honmoku Pier

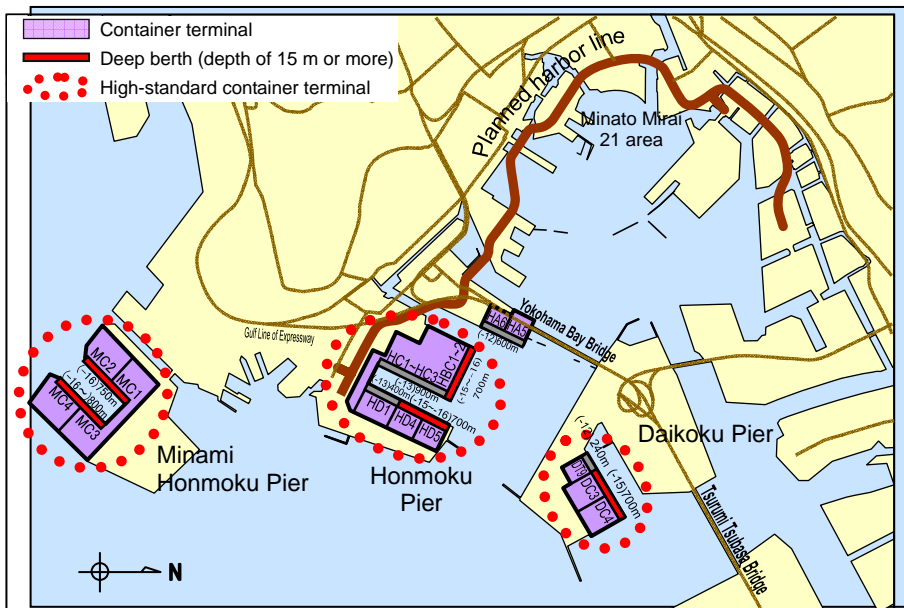


Minami Honmoku Pier



Daikoku Pier

Locations of container terminals and harbor lines



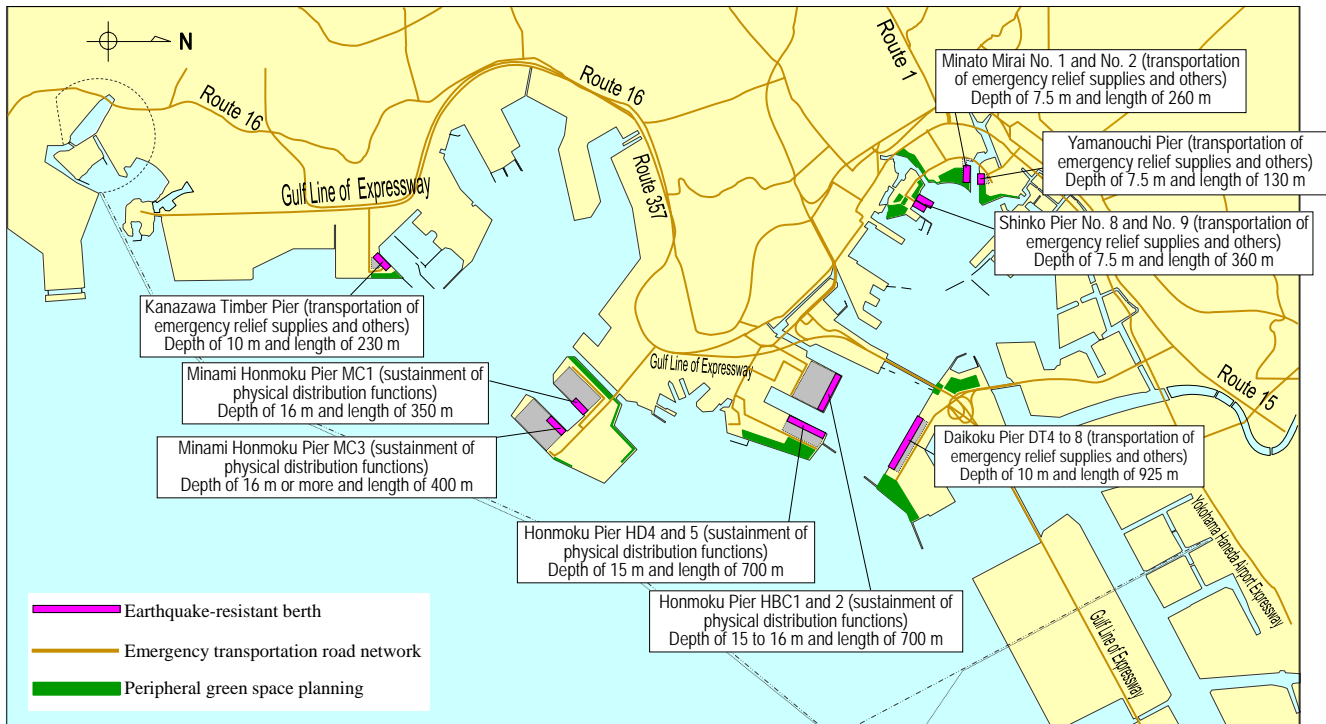
	Name of berth	length (m)	Depth (m)
Honmoku Pier	HA5 HA6	600	-12
	HBC1 HBC2	700	-15 ~ -16
	HC1 HC2 HC3	900	-13
	HD1	400	-13
	HD4 HD5	700	-15 ~ -16
	Minami Honmoku Pier	MC1	350
MC2		400	-16
MC3 MC4		800	-16 ~
Daikoku Pier		DC3 DC4	700
	DT9	240	-12

[Safety]

If disasters are caused by an earthquake, marine transportation plays an important role for conveying emergency relief supplies. In case of a disaster, the Port of Yokohama has to sustain container transportation functions as an international trading port that represents Japan.

For these purposes, we will improve and expand earthquake-resistant berths for transportation of emergency relief supplies at eight berths of the Shinko Pier, the Kanazawa Timber Pier and the Daikoku Pier. We will also improve and expand earthquake-resistant berths for sustainment of physical distribution functions at two berths of the Honmoku Pier and two berths of the Minami Honmoku Pier.

Plan for facilities resistant to large earthquakes



Position of the Port of Yokohama and the harbor zone

The Port of Yokohama is located in the northwest part of Tokyo Bay, at latitude 35°19' to 29' north and longitude 139°37' to 45' east. It's a good natural port under favorable conditions of wind direction, wind force, tidal currents, water depth and others.

According to the Port and Harbor Law (Yokohama City Announcement No. 448, August 25, 1992), the harbor zone of the Port of Yokohama is the sea surface surrounded by the banks and lines that sequentially connect point (1) at the center of the mouth of the boundary canal between Anzen-cho, Tsurumi-ku, Yokohama City and Oh-kawa-cho, Kawasaki-ku, Kawasaki City; point (2) in the direction of 151°30', 5,960 m away from point 1); point (3) in the direction of 219°, 4,920 m away from point (2); point (4) in the direction of 203°50', 7,230 m away from point (3); point (5) in the direction of 226°30', 1,450 m away from point (4); and the northernmost tip of the site near Natsushima-cho, Yokosuka City, including part of the rivers and canals under overlapping controls. Note that the harbor zone does not include the Shiba Fishing Port and the Kanazawa Fishing Port that are specified in the Fishing Ports Law.

Area of Port of Yokohama

Port of Yokohama (harbor zone + neighboring districts)
10,144.3 ha

Area of harbor zone	7,315.9 ha
Area of neighboring districts	2,828.4 ha
(Breakdown)	
Commercial port district	974.9 ha
Industrial port district	1,696.4 ha
Marina district	5.7 ha
Landscaping welfare district	95.0 ha
Unspecified districts	56.4 ha

As of March 2006