Outline of the Container Terminals in the Port of Tokyo

Tokyo Port Terminal Corporation

Current state of terminals at the Port of Tokyo

Breakwater Length	8,400m
Wharves and Piers	25,101m／212 berths
Landing stage	1,769m

Overview of the Container Terminals in the Port of Tokyo

The Port of Tokyo connects the world to the Tokyo metropolitan area

The Port of Tokyo is connected to major ports in North America, Europe, Asia, and other parts of the world by a network of regular foreign trade routes

➡ **An extremely important international trading port that supports Japan's economic activities**

■ Ocean-going containership liner routes at the Port of Tokyo

Features of the Port of Tokyo

1 Important social infrastructure that supports the lives and economy of 40million people in the Tokyo metropolitan area

Handles about 1/4 of Japan's foreign trade container cargo

2 Mature City Ports = Imports > Exports

New York and New Jersey (East Coast of North America)

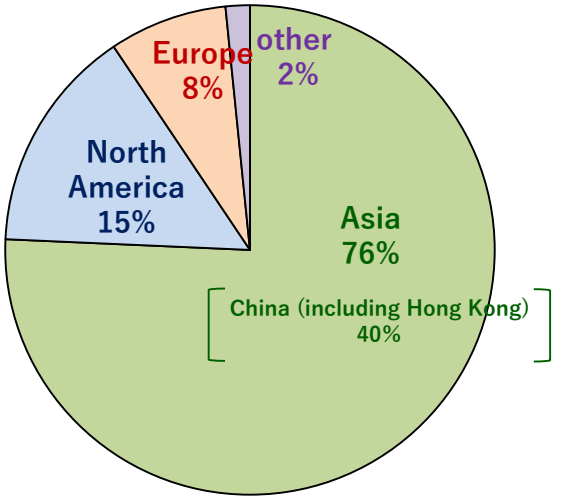
Los Angeles and Long Beach (West Coast of North America)

Rotterdam (orchid), etc.

Type of port (3 types): export, import, transshipment

Import : Export = 7 : 3 ※Tokyo Port is import type

Port of Tokyo Container Pier
Ratio of containerized cargo
by destination region(based on weight)



2022 Tokyo Metropolitan Statistics
(Finalized Figures)

3 The only port in the world with adjacent cities and port facilities

Supporting the coexistence of port logistics and
the lives of Tokyo residents A unique urban integrated port

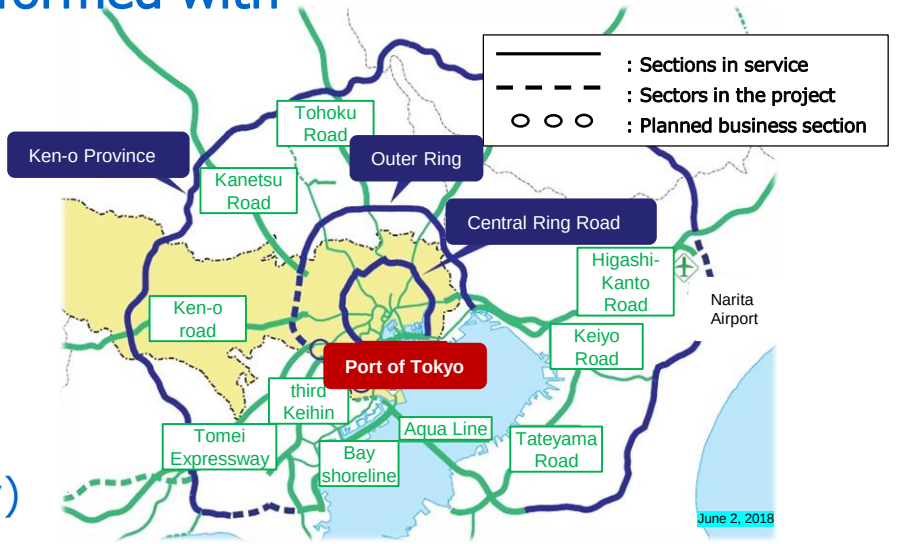
Strengths of the Port of Tokyo

The Port of Tokyo is close to the Tokyo metropolitan area, which is a major consumer area of 40 million people

Behind it, an extensive road network has been formed with the capital city of Tokyo at its core

- High economic rationality
- High transportation efficiency between ports and shippers

  (Time, cost, frequency, safety and reliability)



Road network behind the Port of Tokyo

Initiatives to further strengthen functions

[Hardware]
- Development of Outer Central Breakwater Container Terminal **Y3**
- Reorganization of **Oi-Aomi** Terminals

[Soft side]
- **Visualization** of congestion information (information dissemination)
- Introduction of a **reservation system**

Greenhouse Gas Reduction Targets

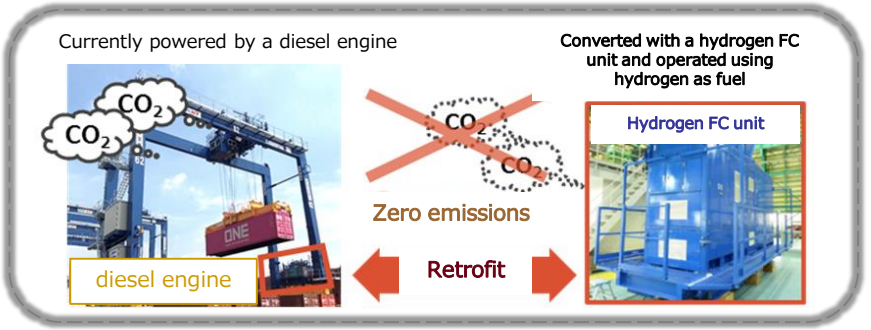
Final goal : Achieve carbon neutrality by 2050 (net zero CO2 emissions)

Interim Goals : Achieve carbon halving by 2030 (50% reduction compared to 2000 levels)

Main Initiatives

- Introduction of renewable energy power
  - ➡ Introduced at all container terminals at the Port of Tokyo
- Introduction of cargo handling machinery that supports energy conservation and diverse energy
  - ➡ Transfer cranes that can be converted with hydrogen fuel in the future (for a total of 140 cranes by 2030) and Hybrid gantry cranes have already been introduced

Hybrid Gantry Crane



FC converted transfer crane

Tokyo International Cruise Terminal

As a new sea gateway to Tokyo that can accommodate the world's largest cruise liner

Opened on September 10, 2020

■ Specifications of the quay

Quay length: 430m, Depth: -11.5m

Apron width 30m, 2 boarding bridges

■ Structure of the terminal building

Steel-framed 4-story building

(maximum height: approx. 35m)

Total floor area: Approx. 19,000㎡

Depth: Approx. 40m

Width: Approx. 130m

MSC Bellissima arrives at port for the first time

March 12 at the Port of Tokyo International Cruise Terminal, MSC Bellissima, a member of MSC Cruises in Switzerland, arrives at the port for the first time

Source: MSC Bellissima arrives at Tokyo International Cruise Terminal for the first time (Tokyo Metropolitan Port Authority)
Port of Tokyo International Cruise Terminal Official X (Apr 26,2024)