Policy of International Container Hub Port in Japan

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The Situation Surrounding Japan's Ports

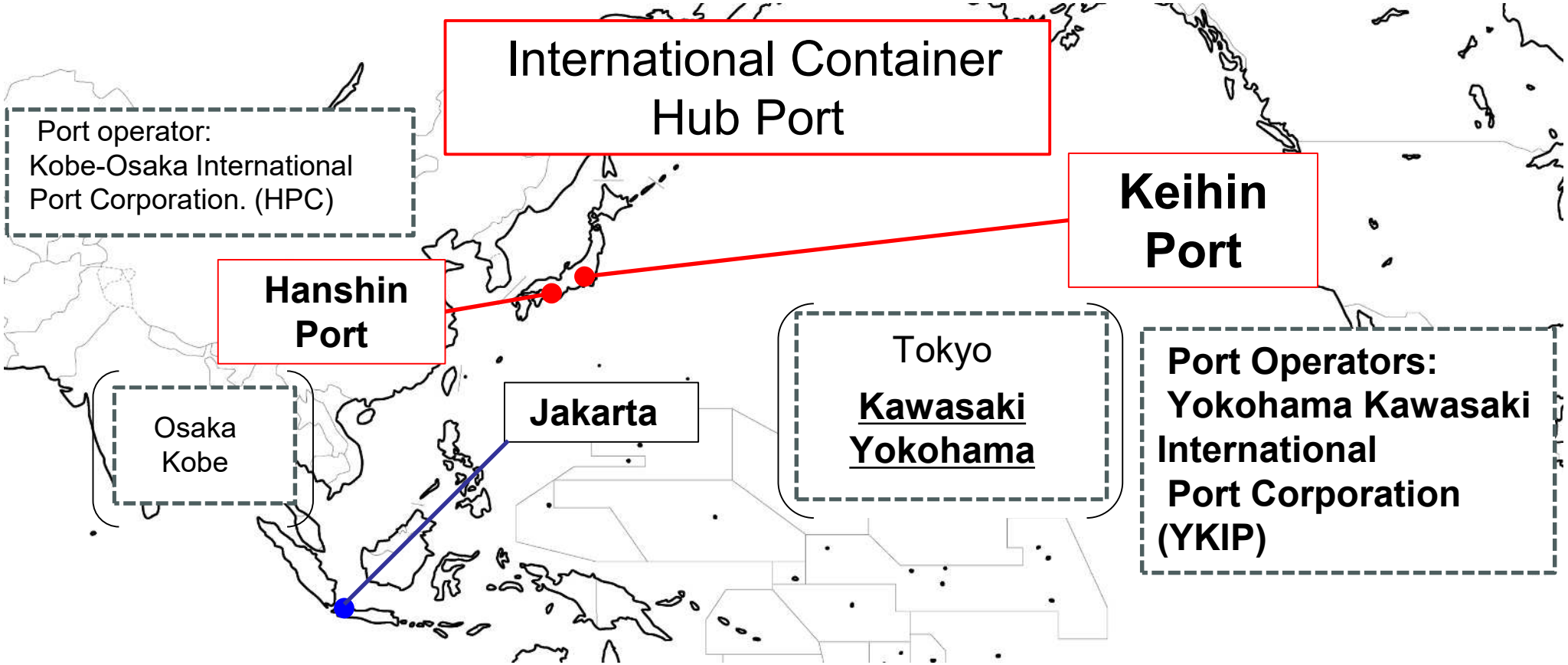
Strengths	Challenges
● Geographical advantage in Asia over North America and Latin America (time required and low carbon) ● Location of competitive exporters (manufacturing of high value-added products) ● Stable import demand ● Social, political and economic stability	● Declining birthrate Total fertility rate 1.50 in 1992 → 1.15 in 2024 ● Aging population Population aging rate (% of population aged 65 and over) 12.1% in 1990 → 29.3 in 2024 ● Labor Shortage

International Container Hub Ports in Japan

To maintain and expand port calls of direct long-haul routes in Japan, the Government has selected Keihin Port (Tokyo, **Kawasaki**, and **Yokohama**) and Hanshin Port (Osaka and Kobe) as 'International Container Hub Ports*1', and a variety of measures including the development of ports and provision of financial support for shipping companies are intensively implemented in cooperation with the Government, Port Operating Companies*2 and Port Management Bodies.

*1 Hanshin Port and Keihin Port were designated as Int'l Container Hub Ports by Minister of MLIT in 2011.

*2 Established Kobe-Osaka International Port Corporation (HPC) in 2014 and Yokohama Kawasaki International Port Corporation(YKIP) in 2016 with investment from the government, port management bodies, and the private sector.



Policy of Int'l Container Hub Ports in Japan

■Basic Policy

- Enhancing of the capacity and capability as the last & first Ports of Asia from/to North, Central and South America
- Maintaining and expanding direct long-haul routes (especially to North America, Latin America and Europe.)

■Action

① Promoting digital transformation

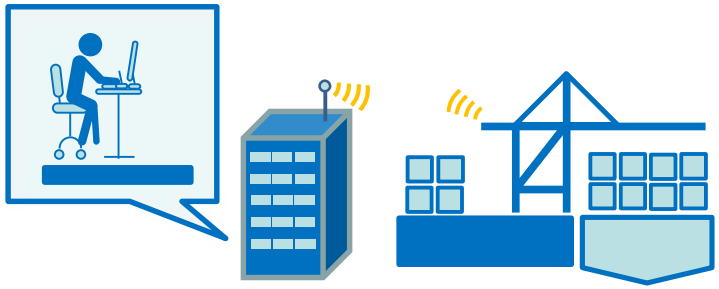
② Promoting decarbonization

③ Improving the connectivity between international maritime routes and domestic transportation such as domestic maritime route and train (i.e., improving infrastructure and procedures)

④ Developing deep and large-scale container terminals

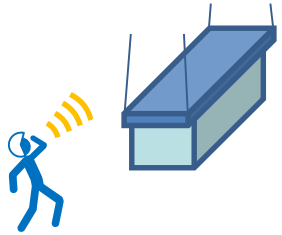
Realizing “AI terminal which support human beings”

○ Aiming to realize "AI terminal which support human beings" utilizing AI and ICT for ensuring positive working environment and the world-class productivity.



Improving the productivity of cargo-handling machines (Remote operation system)

Advancing terminal operation (Storage allocation utilizing AI)



Improving safety and productivity of port workers (Accident prevention system)

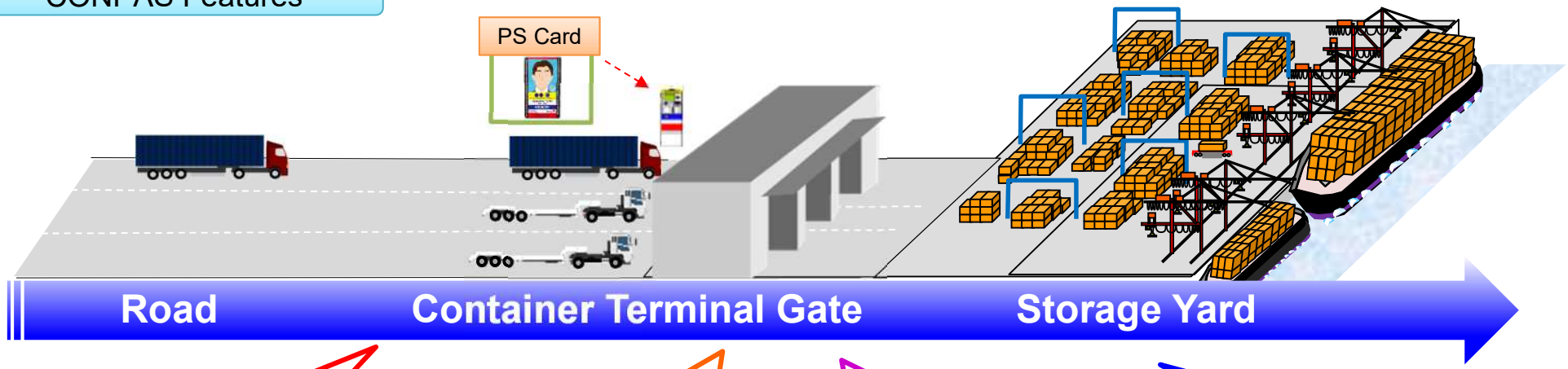
Overview of CONPAS (Container Fast Pass)

○CONPAS is a system that aims to improve the efficiency of container logistics by eliminating congestion in front of container terminal gates and shortening the time when container trailers stay at the terminal.

○Currently in operation at Yokohama Port Minami Honmoku Pier CT (since April 2021), **Osaka Port Yumeshima CT (since March 2024),** and Kobe Port PC-18 CT (since September 2024).

○Discussion and adjustment with relevant parties are underway for introduction at Kobe Port KICT in 2025, and trial operations are also being conducted at other terminals of Tokyo Port and Yokohama Port.

CONPAS Features



①Loading/unloading reservation

A reservation system for loading and unloading has been introduced to disperse and level out the arrival time of container trailer which tend to be concentrated in the specific time.

②Using the PS card

(Port Security Card)

There will be no need to show a loading/unloading slip, and entry will be possible by simply tapping your PS card.

③ Advance verification of delivery information

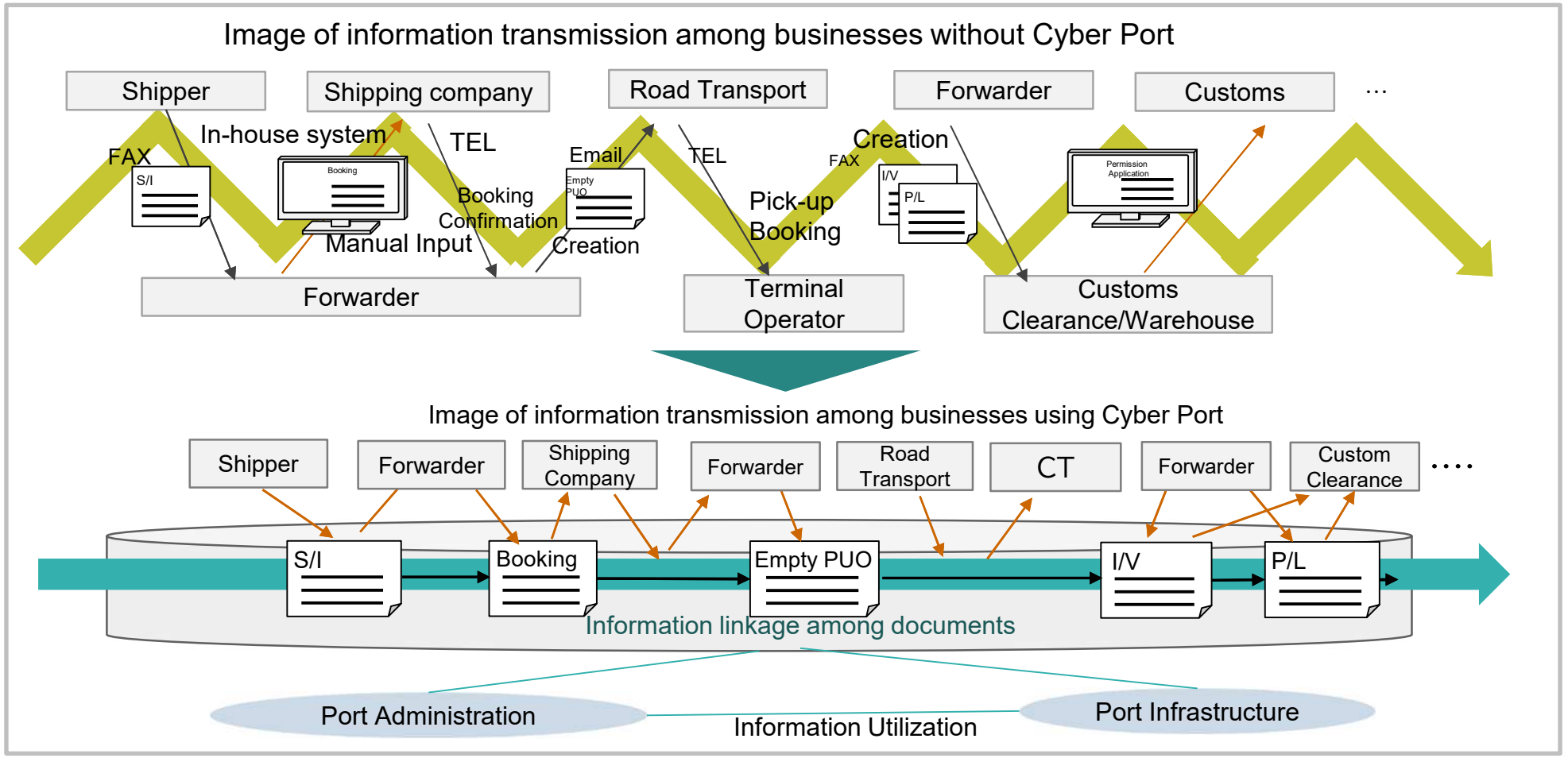
Carry-in procedure (verification by comparing delivery information with TOS information) is carried out before the container arrives at the gate.

④ Utilizing reservation information in cargo reshuffling

Using vehicle reservation information, etc., containers are moved in advance to positions where they can be easily removed.

Overview of Cyber Port

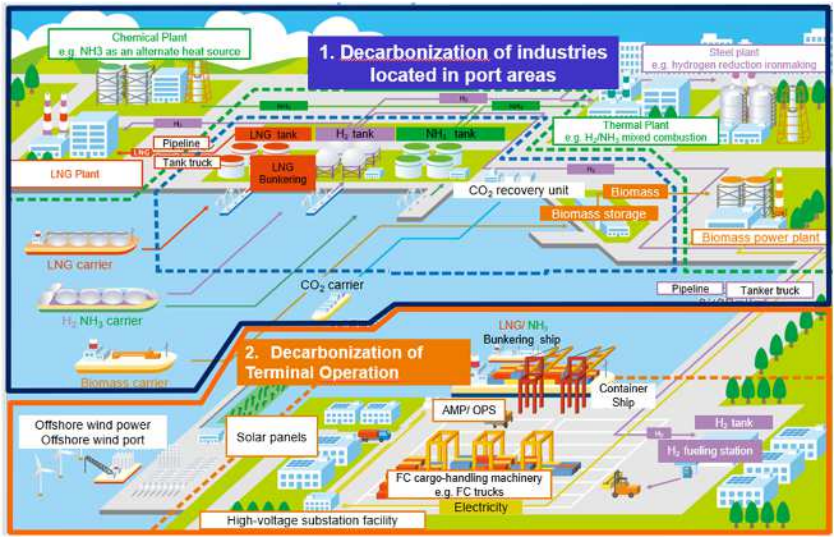
"Cyber Port", a data platform that improves operational efficiency and productivity by digitizing and sharing information for container logistics procedures among private businesses.
Cyber Port is available in English. URL : https://www.cyber-port.net
We recommend using Cyber Port for facilitating import from / export to Japan.



Decarbonization of Container Terminals

Shippers and shipping companies show a keen interest in decarbonization of entire supply chain. ⇩

Promoting decarbonization in ports attract shippers and shipping companies.



Outline of Yokohama's "Port Decarbonization Promotion Plan" and Kawasaki's "Port Decarbonization Promotion Plan"

- Study on the formation of a green power supply base utilizing offshore wind power generation and electric carriers
- Development of Onshore power supply facilities and promotion of next-generation marine fuels such as methanol and ammonia
- Development of blue infrastructure using seawalls and other facilities that are symbiotic with living organisms
- Support private-sector initiatives from a financial perspective through the Port of Yokohama CNP Sustainable Finance Framework.
- Improvement of the receiving environment to enable import and storage of hydrogen in large quantities, stably, and at low cost, etc.

LNG Bunkering Facility

○MLIT has been providing support for facility development at LNG bunkering.

Tokyo Bay

Operator：Ecobunker Shipping
Share holder：Sumitomo Corporation, Uyeno Transtech, YKIP, Development Bank of Japan

Test operation of “Ecobunker Tokyo Bay”

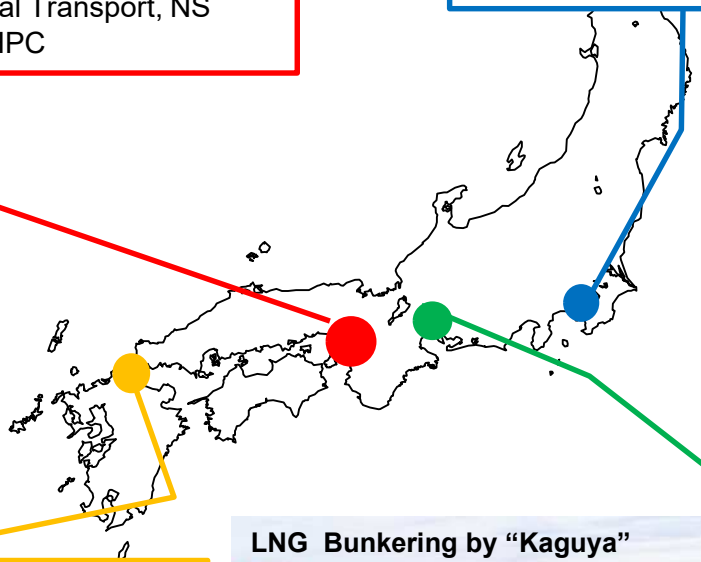
Source：Eco Bunker Shipping

Osaka・Setouchi Bay

Operator：Osaka Bay LNG Shipping
Share holder：Osaka Gas International Transport, NS United Coastal Tanker Kaisha, Ltd., HPC

Launching ceremony of “KEYS Azalea”

Source：
KEYS Bunkering West Japan



Kyushu・Setouchi Bay

Operator：KEYS Bunkering West Japan
Share holder：Kyushu Electric Power Co., Inc., Nippon Yusen Kaisha, Itochu Enex Co., LTD., Saibu Gas Co.LTD.
Commence of operation：March 2024

LNG Bunkering by “Kaguya”

Source：Central LNG Marine Fuel Japan Corporation

Ise・Mikawa Bay

Operator：Central LNG Shipping, JERA
Share holder※：Nippon Yusen Kaisha, Kawasaki Kisen Kaisha LTD., JERA, Toyoda Tsusho Corporation
Commencement of operation：September 2020
※Share holders of Central LNG Shipping

Entensive network of international feeder routes

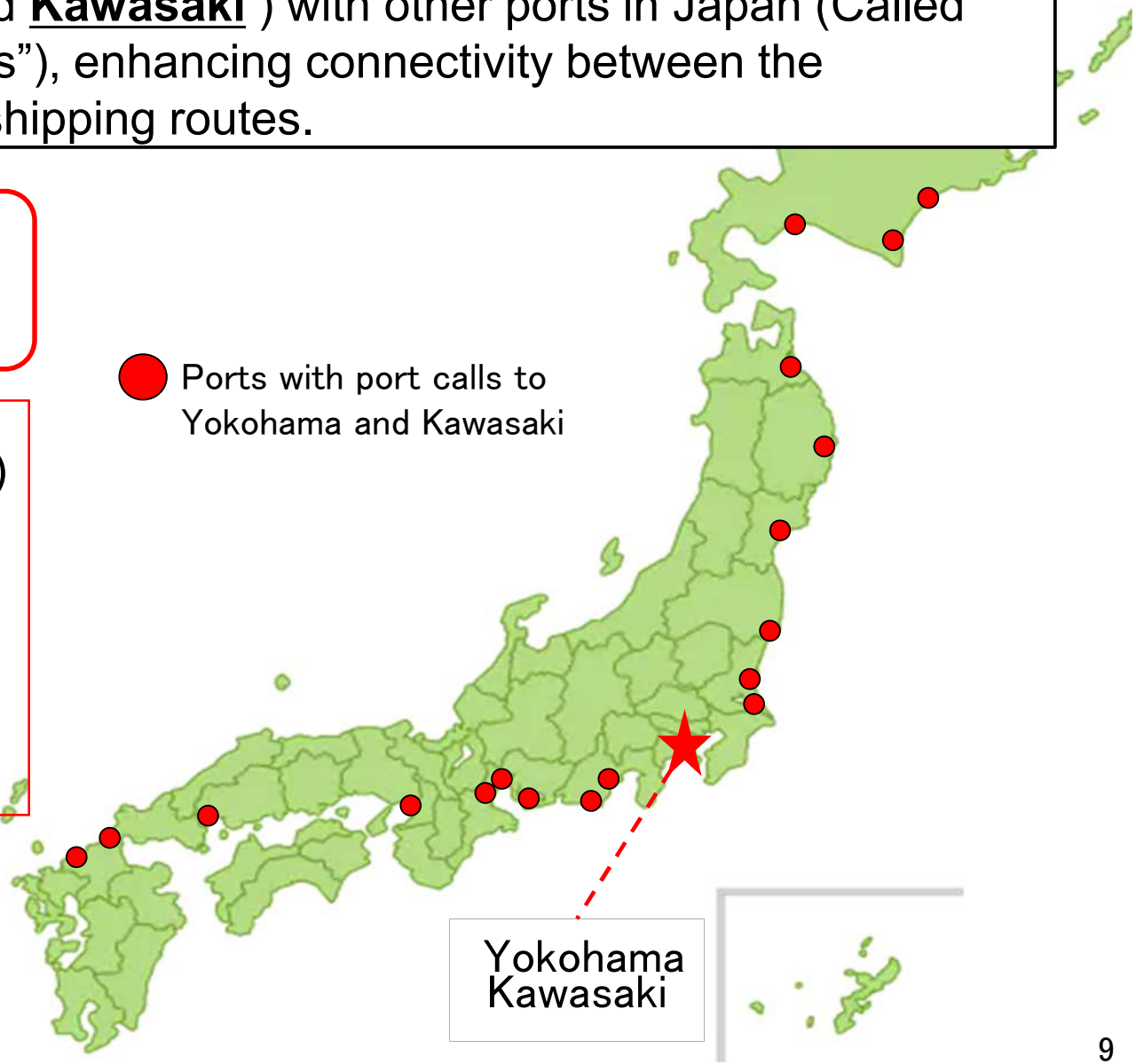
○Strengthened network of the domestic maritime routes connecting Keihin Port (Tokyo, **Yokohama** and **Kawasaki**) with other ports in Japan (Called “International Feeder Routes”), enhancing connectivity between the international and domestic shipping routes.

Number of international feeder service calls at Yokohama and Kawasaki

33 flights/week (March 2016)

Increasing by 30%

42/week (November 2024)



Promotion of Sea & Rail transportation − Utilization of rail transportation network

○Increase the convenience of the Port of Yokohama and strengthen the linkage between the rail transportation network and container terminals in order to achieve low-carbon domestic transportation (with incentive support by YKIP)

Line capable of handling international maritime containers

Capable of transporting 40ft tall international marine containers

International marine containers (40-ft. normal height) can be transported

International ocean containers (40ft tall) can be transported if low-floor wagons are used.

Stations handling 40ft tall container

Stations handling 40ft containers

Stations capable of handling 40ft containers

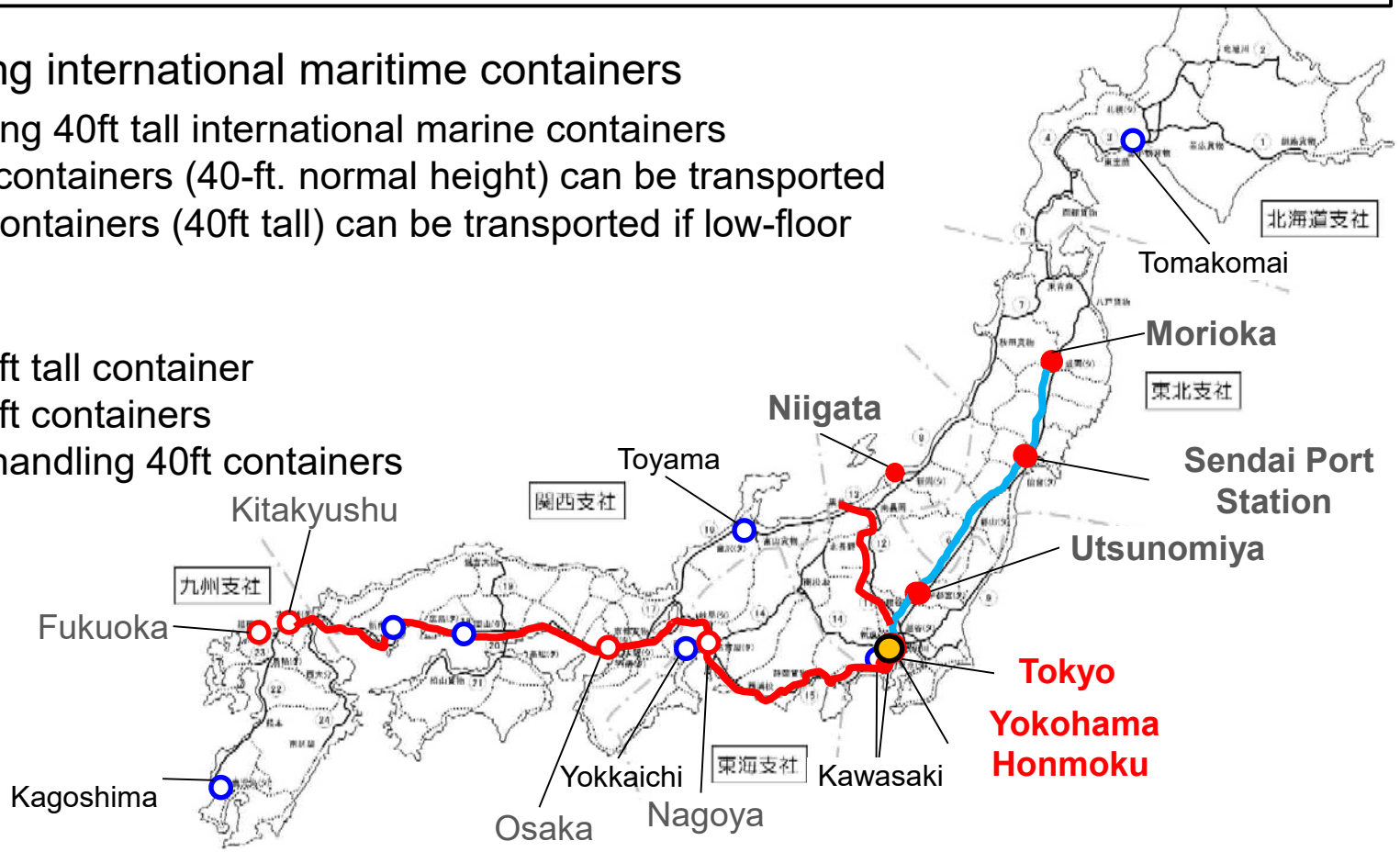


Figure: Marine container transport network by rail

Strengthening International Transshipment Functions

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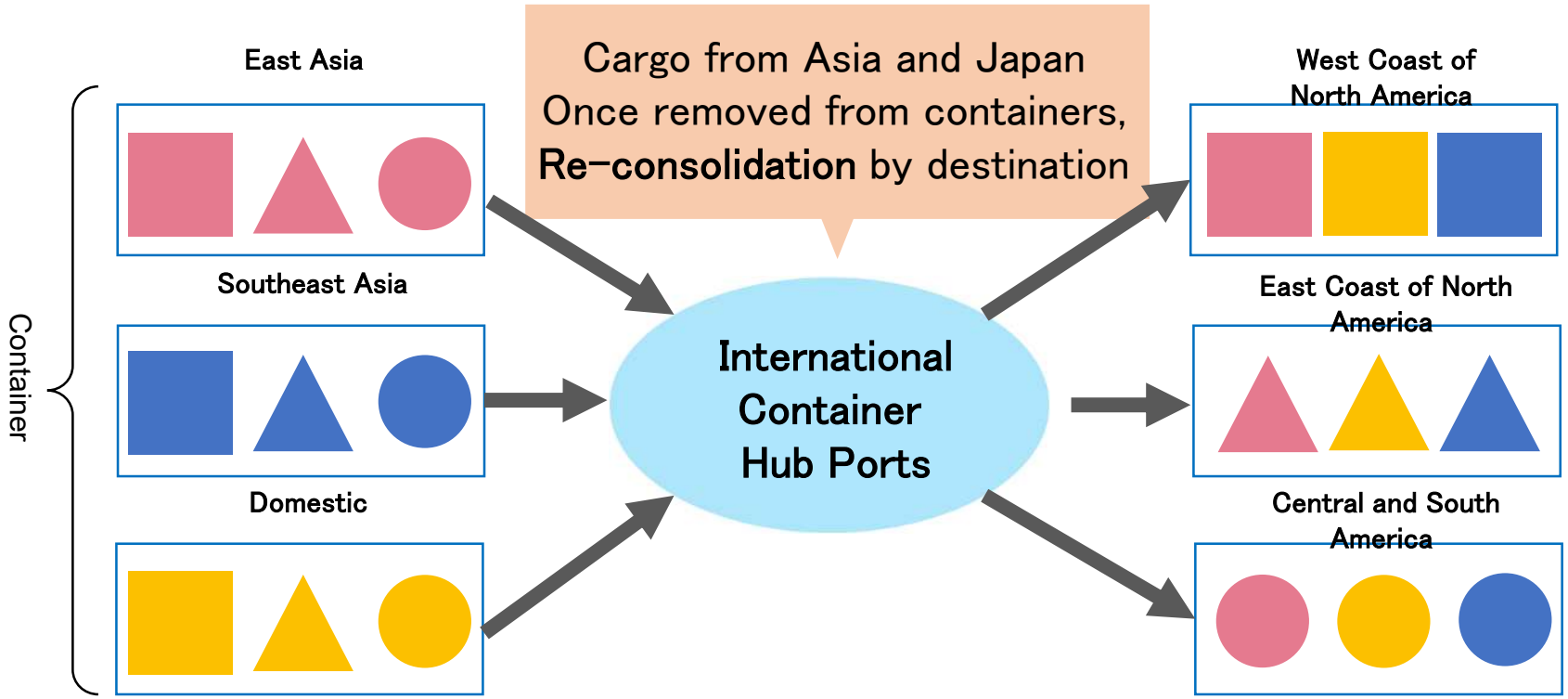
○Support for the establishment of logistics facilities with multiple functions such as merchandise processing and re-consolidation to accommodate international transshipments, and facilitation of logistics procedures related to international transshipments.



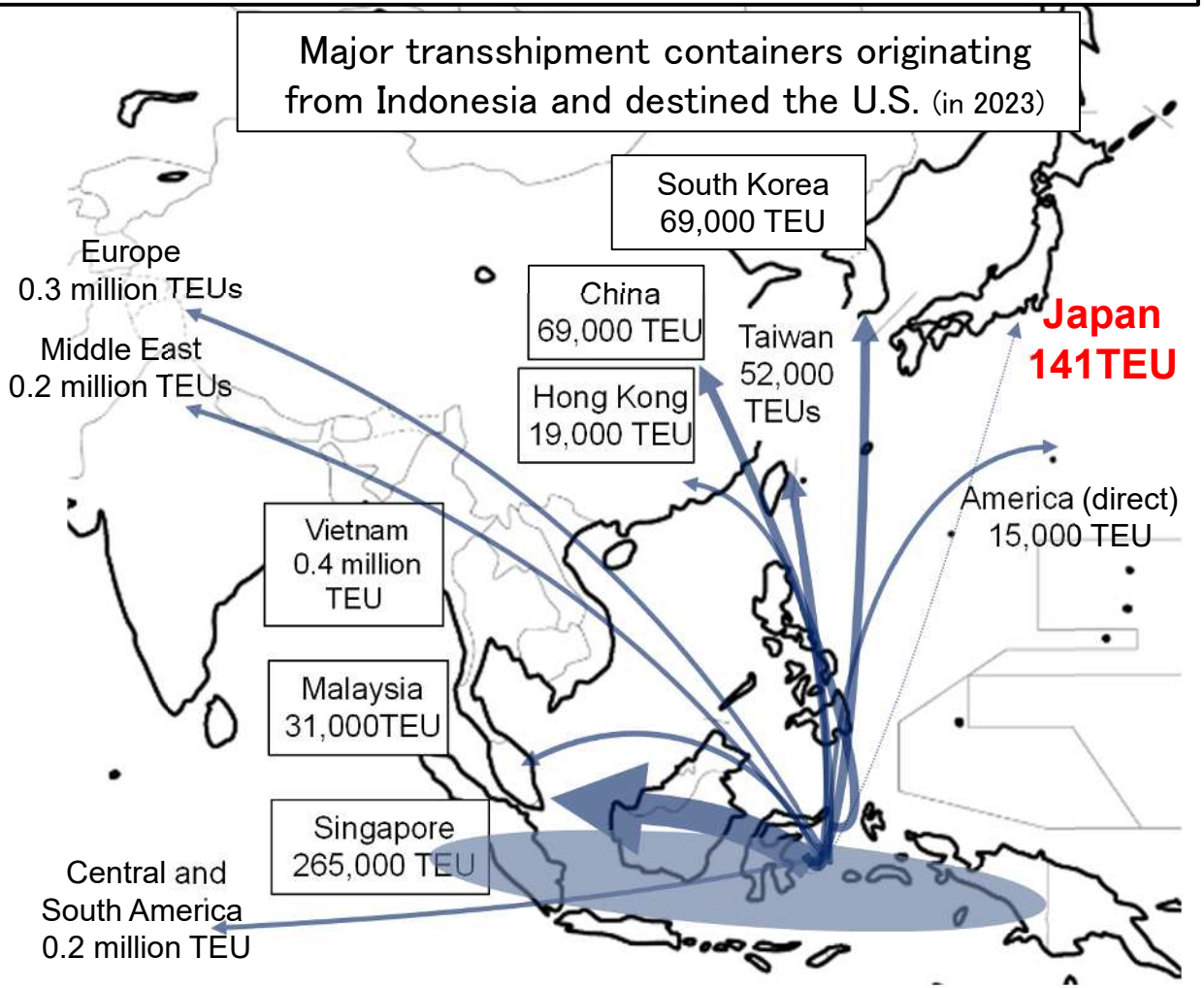
<Logistics procedures for international transshipments (image of reconsolidation)

Promotion of Transshipment at Japanese Ports

The volume of foreign trade containerized cargo between Japan and Indonesia is large, and economic ties between Japan and Indonesia are strong.
Transshipment from Indonesia to the U.S. in Japan is small.

Foreign trade containerized cargo volume handled to/from Japan (2023)

Countries	in 2023	
	Volume (/10000TEU)	Composition ratio
China	593	36.2%
America	151	9.2%
Thailand	113	6.9%
Vietnam	112	6.8%
Taiwan	70	4.3%
South Korea	70	4.3%
Indonesia	64	3.9%
Malaysia	49	3.0%
India	36	2.2%
Philippine	34	2.1%
United Arab Emirates	24	1.4%
Canada	23	1.4%
Germany	19	1.2%
Mexico	16	1.0%
The Netherlands	15	0.9%
France	13	0.8%
Italy	12	0.7%
Other regions	83	5.0%
Other Asia	62	3.8%
Other Europe	76	4.7%
Other North America	5	0.3%
Total	1,638	100.0%



Source: Port and Harbor Bureau, Ministry of Land, Infrastructure, Transport and Tourism, from Descartes Datamyne
*Cargo volume is actual containers only.

Promotion of Transshipment at Japanese Ports

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We promote digital transformation and decarbonization and improve the connectivity between international maritime routes and domestic transportation such as domestic maritime route and train as the Policy of International Container Hub Port in Japan.

Especially for transportation of container from Indonesia to North America, we hope you will use Yokohama port and Kawasaki port ,because of the advantage of the geographical proximity of to North America and other countries !