



MLIT

Kobe Port : *The Past, the Present, and* *the Future*

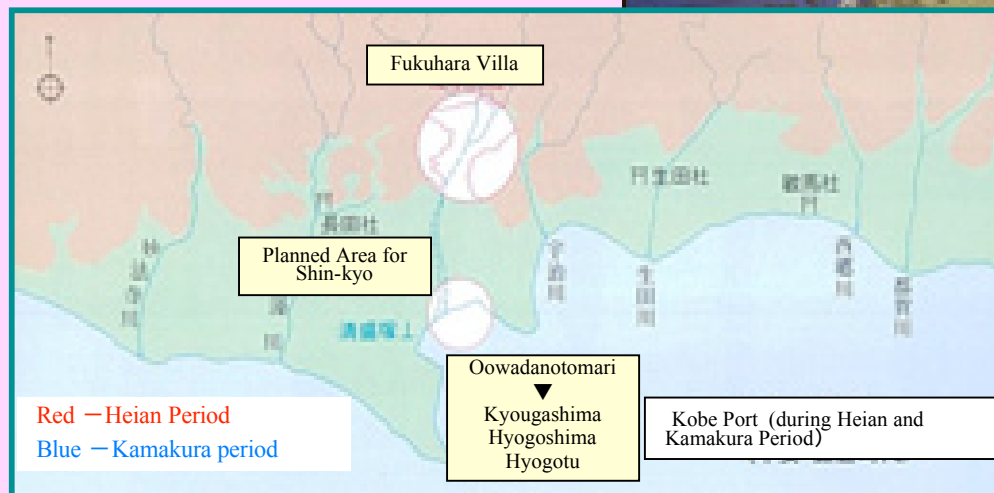
Kobe Ports and Harbors Office

Kinki Regional Development Bureau
Ministry of Land, Infrastructure and Transport

Kobe – An International Port in Harmony with its City

~End of the Heian Period : Second Half of the 12th Century~

830 years ago, Taira-no-Kiyomori built a man-made island (Kyougashima) of roughly 40 hectares to the southeast of the present JR Hyogo Station.



Kyougashima as it looked during its construction

Kobe Port during the Heian and Kamakura Periods

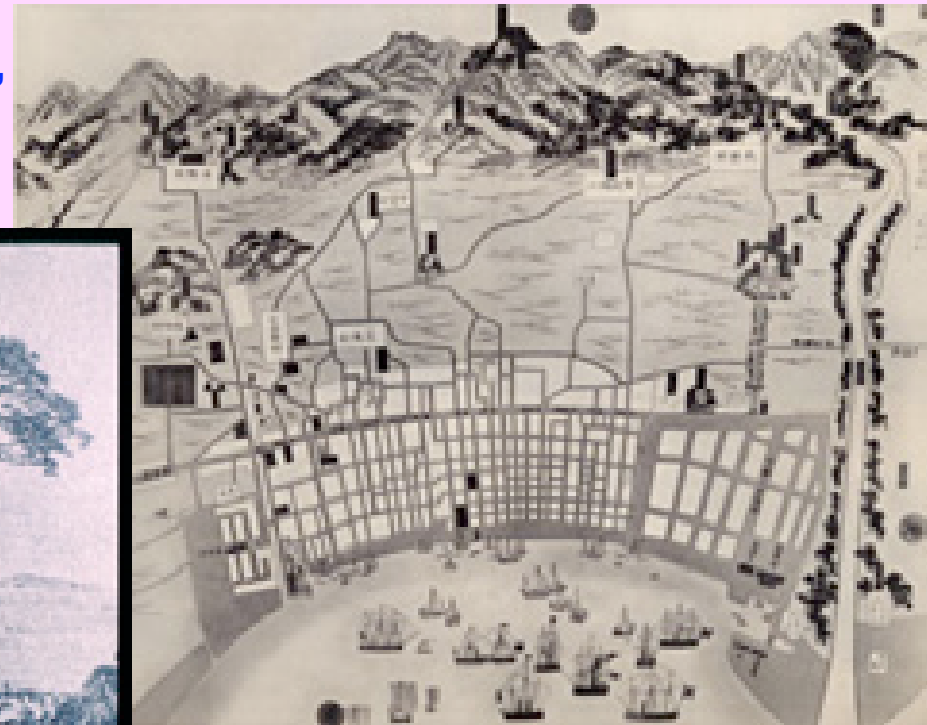
The Opening of Kobe Port in 1868

~Meiji Period : 2nd Half of the 19th Century ~

Kobe Port was opened in 1868. At that time, it had the best wharves and yards of all the ports in Osaka Bay.



A view of Kobe port as it was at its opening



The town of Kobe soon after the opening of the port

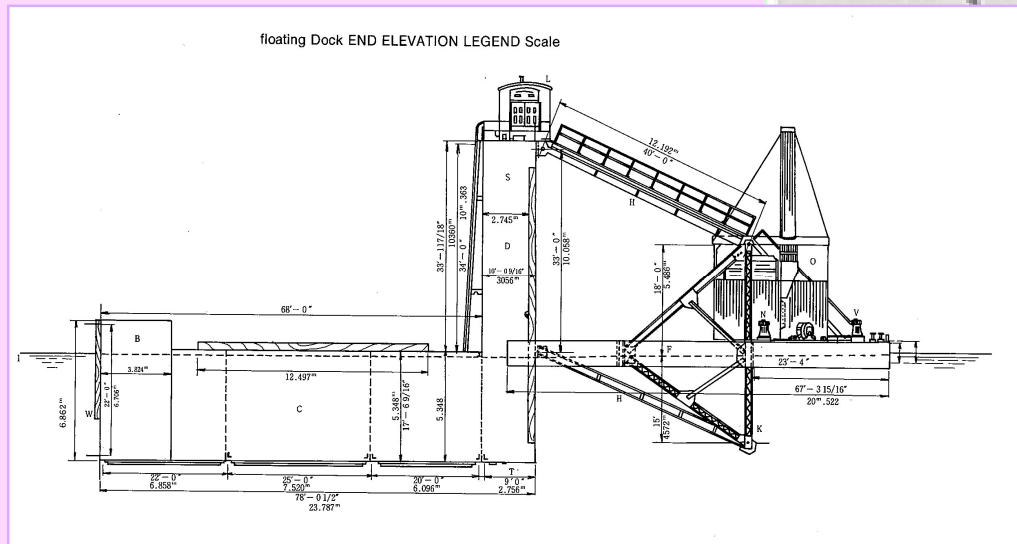
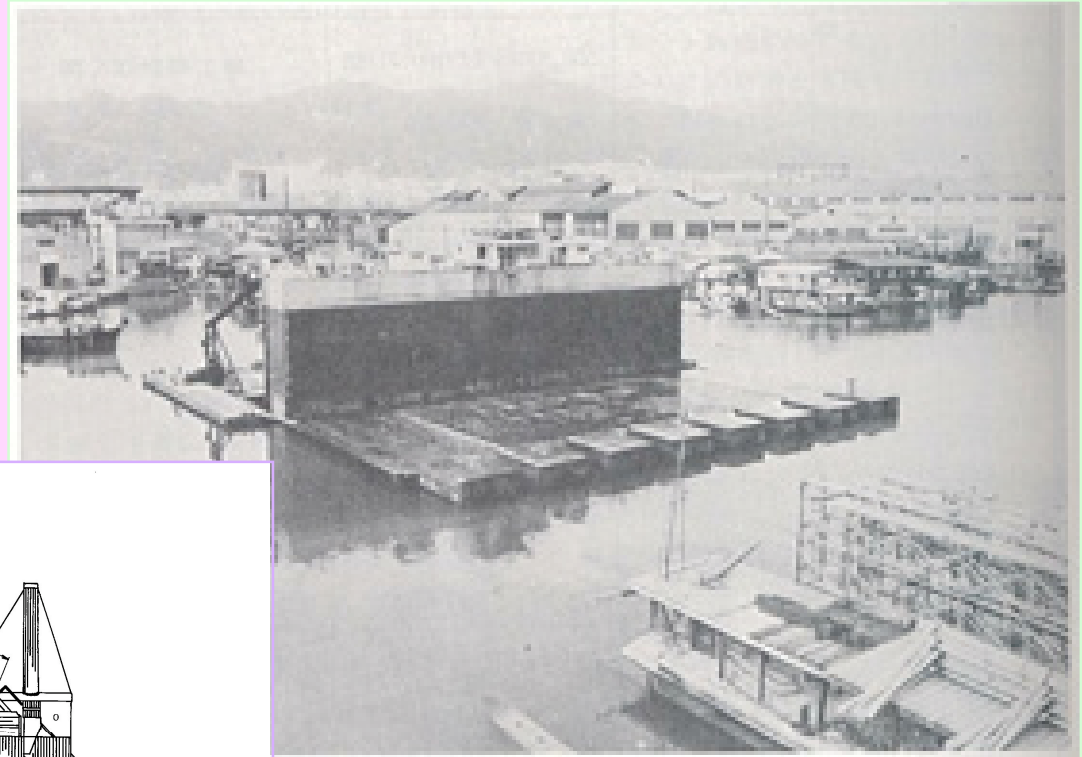
The Beginning of Construction for a Modern Port

Latter half of the Meiji Period until the beginning of the Taisho period

- The first stage of construction (1907-1922) -



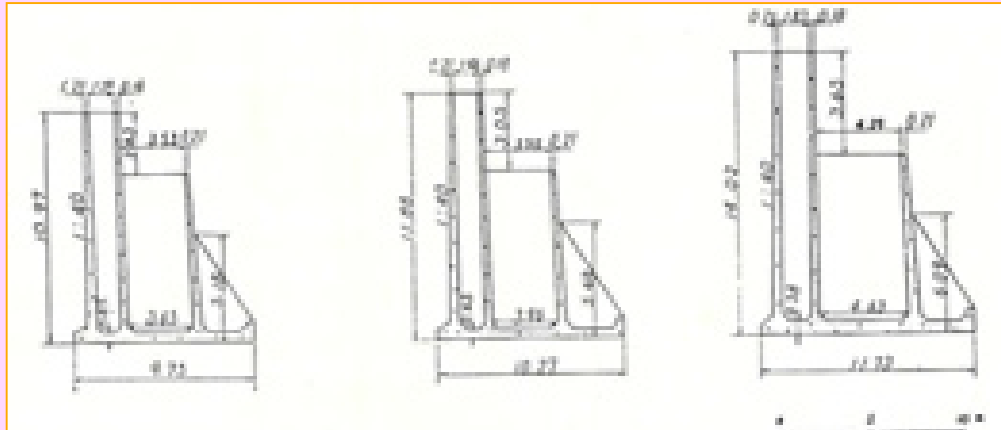
Kameichirou Morigaki



L-type floating dock

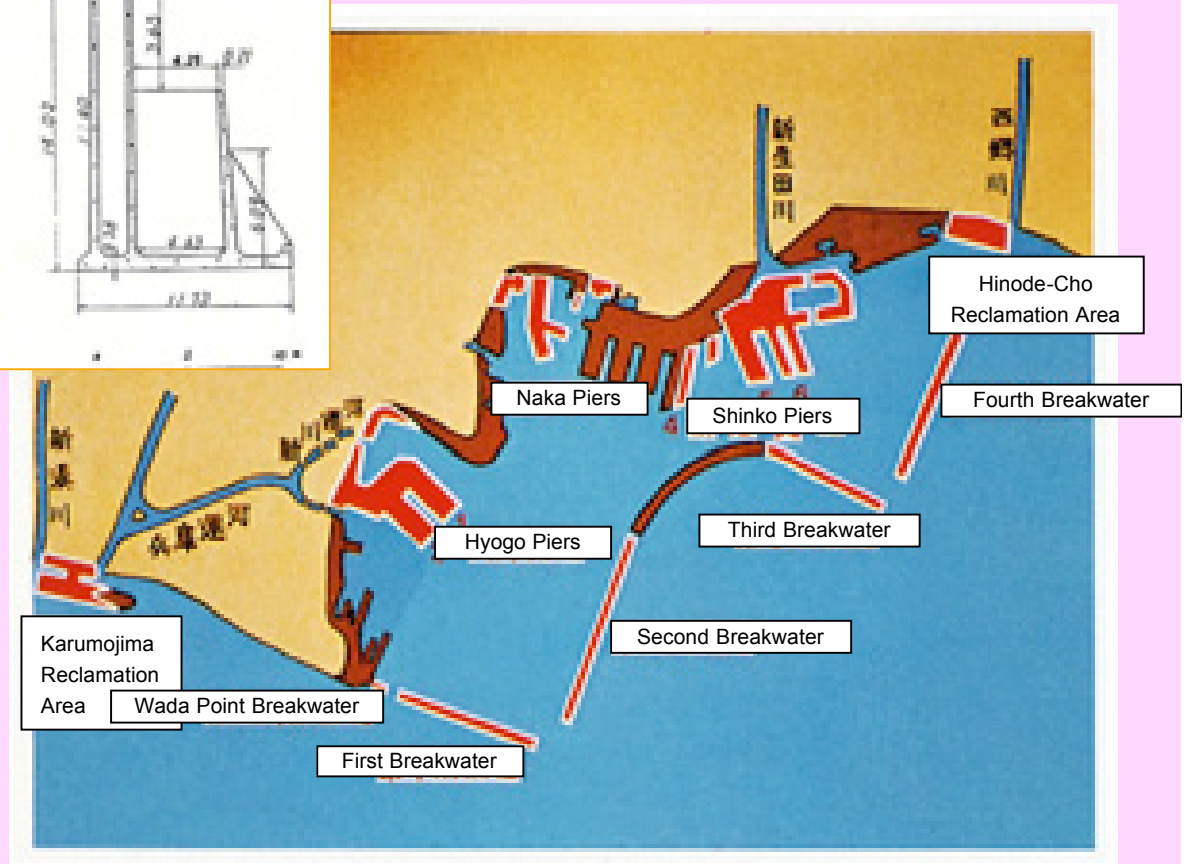
The 1st stage of construction works in 1907 (40th Year of Meiji) saw the first caisson installation in Japan (an L-type floating dock).

Taisho Period – Beginning of the Showa Period - The 2nd stage of construction (1919-1937) -



Cross-section of a caisson used in the 2nd stage of construction

The year 1919 saw the beginning of a second building phase to enable Kobe Port to handle increasing volumes of cargo. The result was the largest berth in Japan, with a depth of 12m, built to cope with the trend for larger ships.

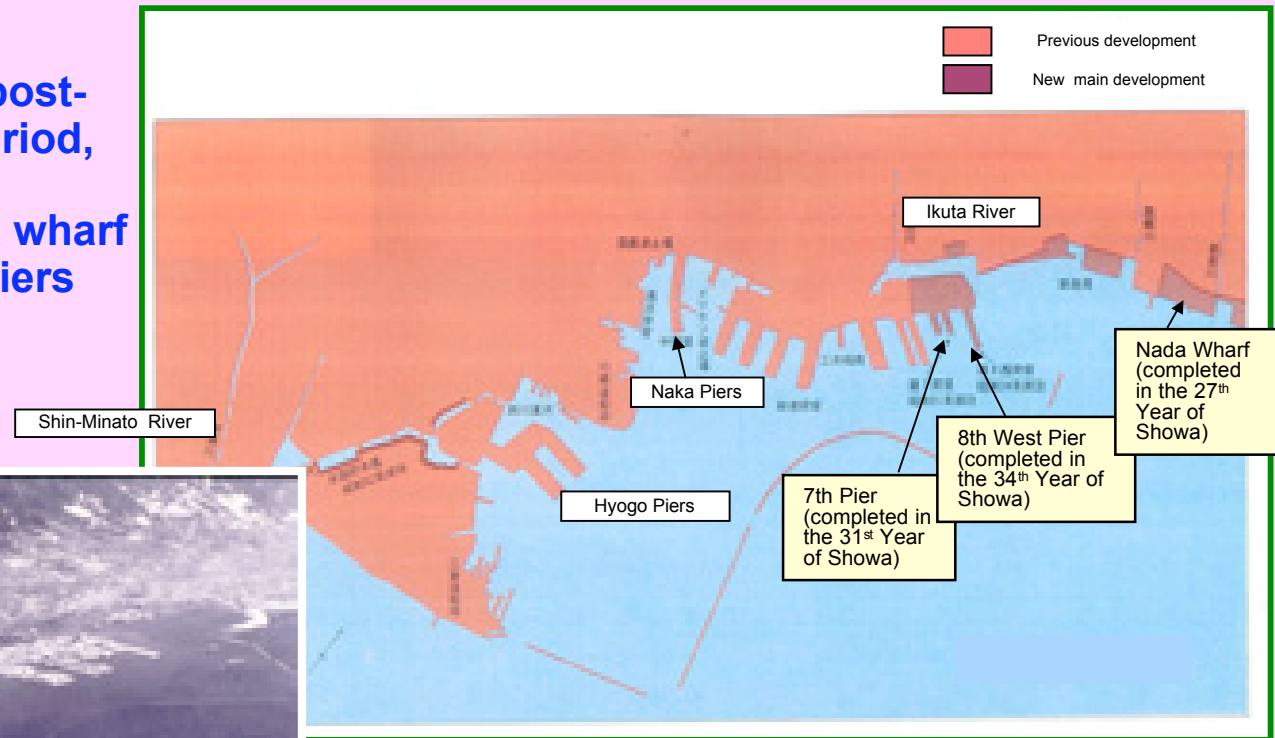


Kobe Port in the 6th Year of Taisho – red areas underwent change up until 1937

Post World War II Reconstruction

~1945 – 1970 ~

As Kobe entered the post-war reconstruction period, new piers were built, starting with the Nada wharf and continuing with Piers No. 7 and 8.

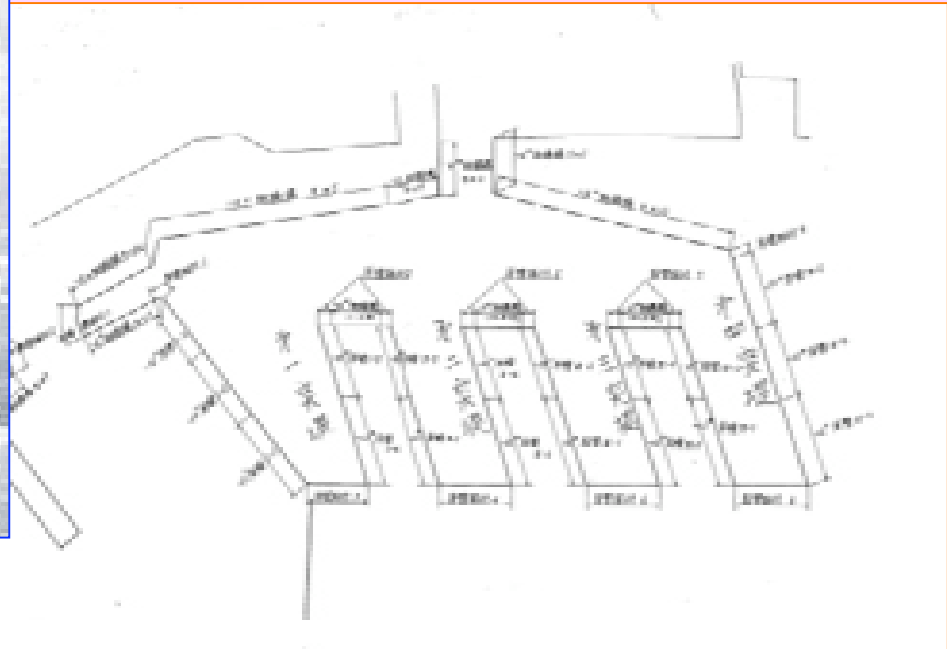


Kobe Port in the 35th Year of Showa (1960)

Kobe Port in the 34th Year of Showa (1959)

~Mid Showa Period (High Economic Growth Period)~
The Construction of Maya Wharf (1959-1967)

Steel Sheet Cell Caisson
Engineering Technology



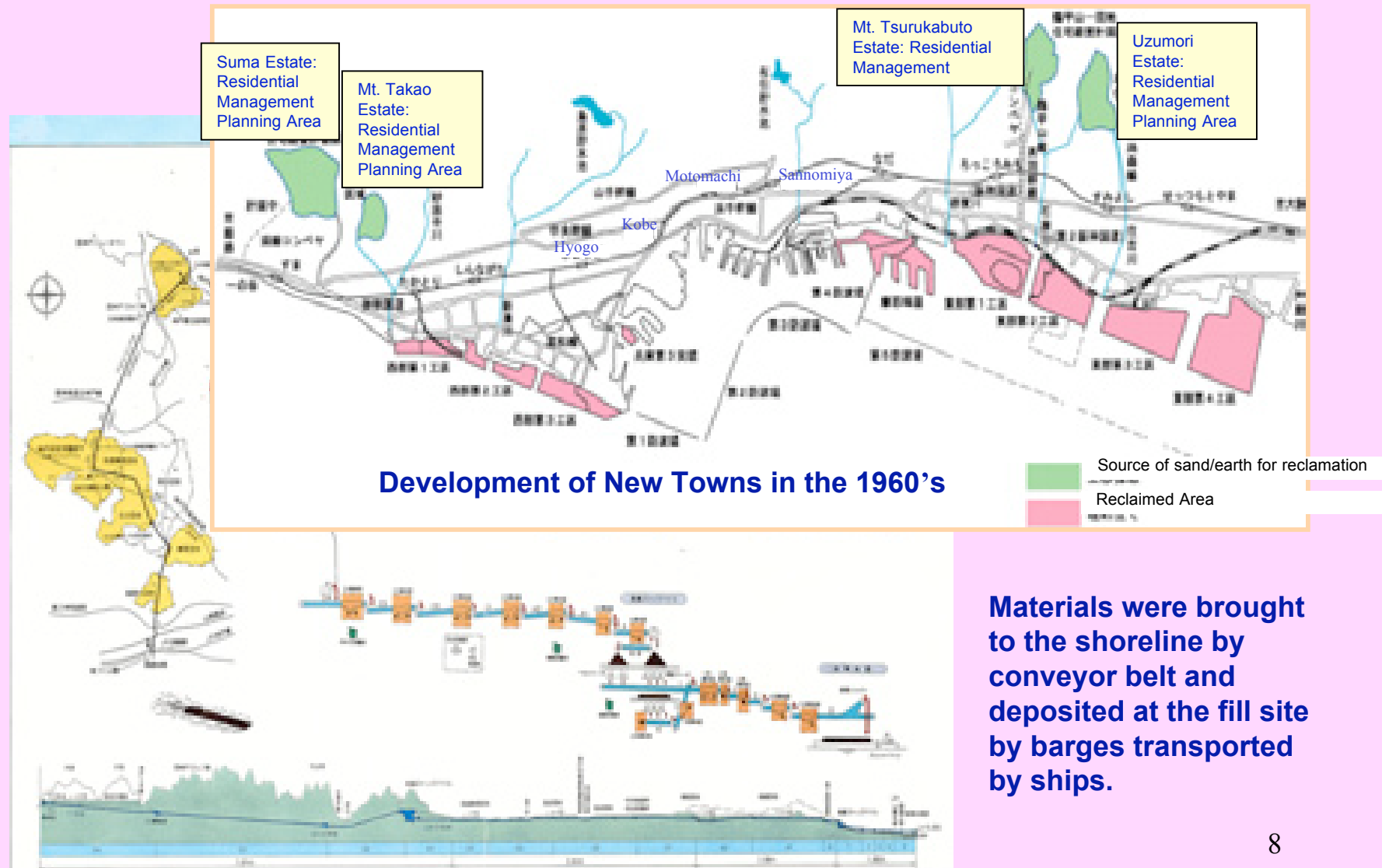
Maya Wharf



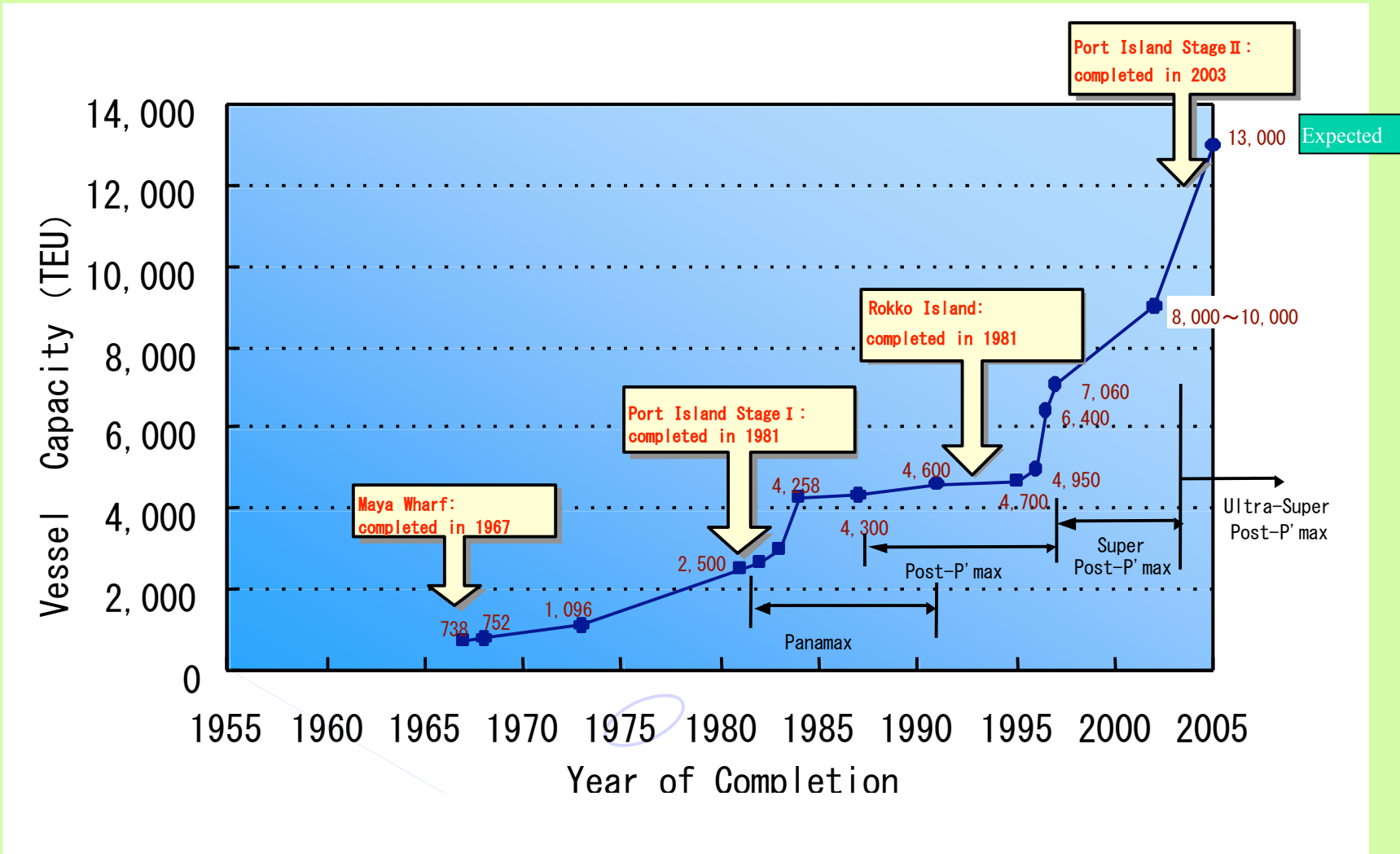
Maya Wharf was rebuilt based on new caisson engineering methodology between 1959-1967 (34-42th Year of Showa)

Mid Showa Period (High Economic Growth Period) ~The 1960's~

Cooperation with the Development of New Towns



- The Progression towards Large-scale Ship Handling and the Development of Kobe Port Container Terminals



- **West Side Port Island as a fully functional container terminal**

~1980's~

(Port Island Stage I: Completed in 1981)
– 12m deep quays, 30,000 Ton Class
Large-scale capacity for full container vessels

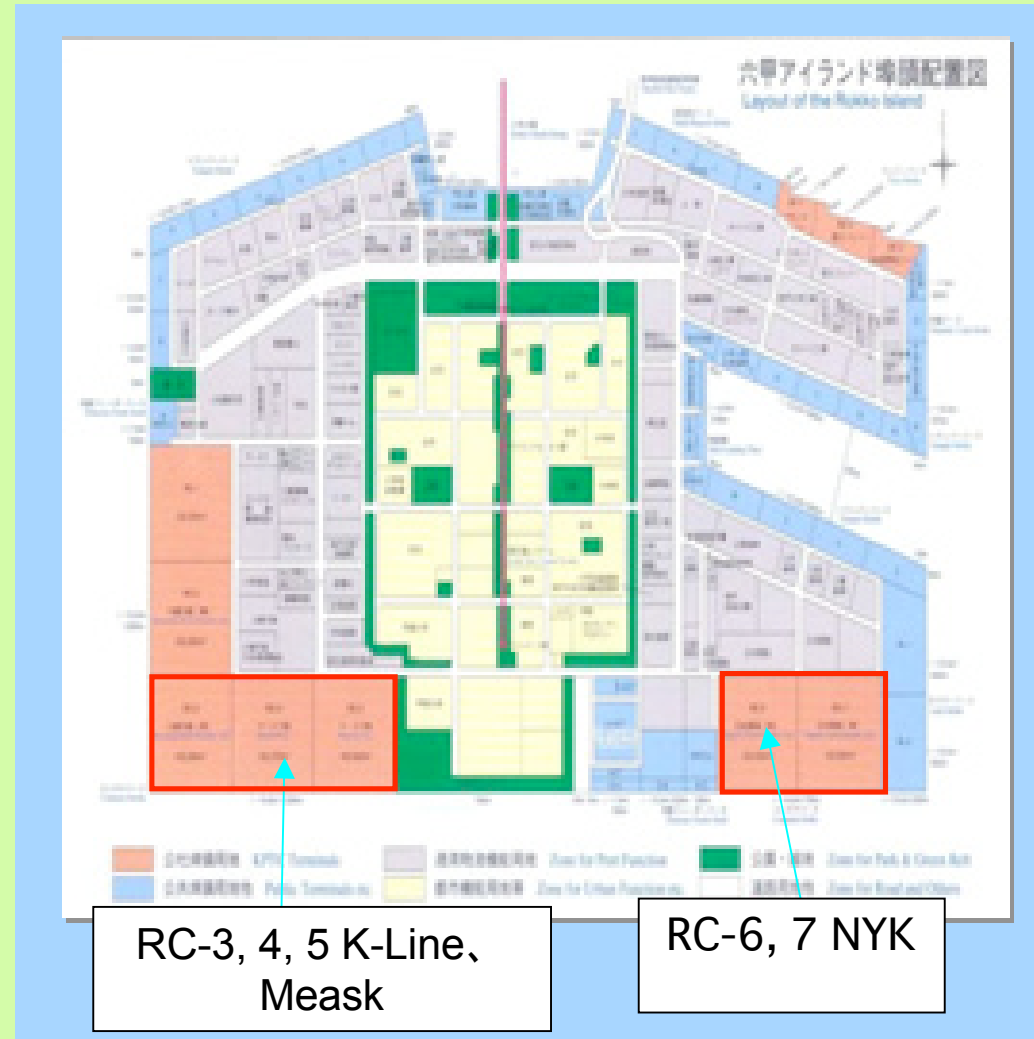


- Large container vessel capability at Rokko Island

~1990's~



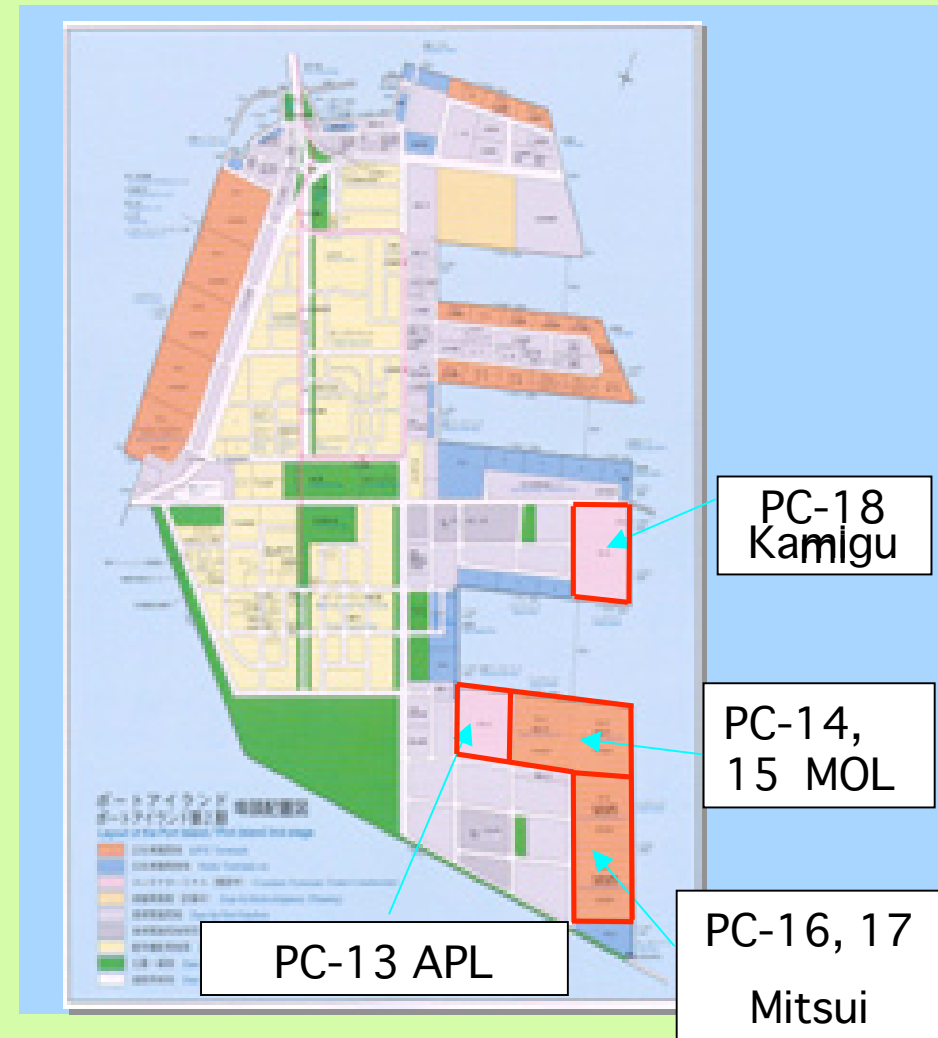
Rokko Island: Completed in 1993
14m deep quays, 50,000 Ton Class
Large-scale capacity for full
container vessels



- Adaptation Towards Further Large-scale Capacity
(Port Island Stage II)
~2000 onwards~



Port Island Stage II: Completed in 2003
15m deep quays, 80,000 Ton Class
Large-scale capacity for full
container vessels



Port Island Stages I and II

Kobe Airport

Landfill in progress for the opening of Kobe Domestic Airport in 2006



A New Breed of Man-made Island



South Rokko Island

Serving as the new focal point for Kobe Port



Post-1995 Great Hanshin-Awaji Earthquake Reconstruction (1)

The role of Kobe Port in the face of the disaster (1995)



Damaged port facilities



Emergency supplies and shipments were brought via sea instead of overland routes



Sea travel became the main means of transportation.

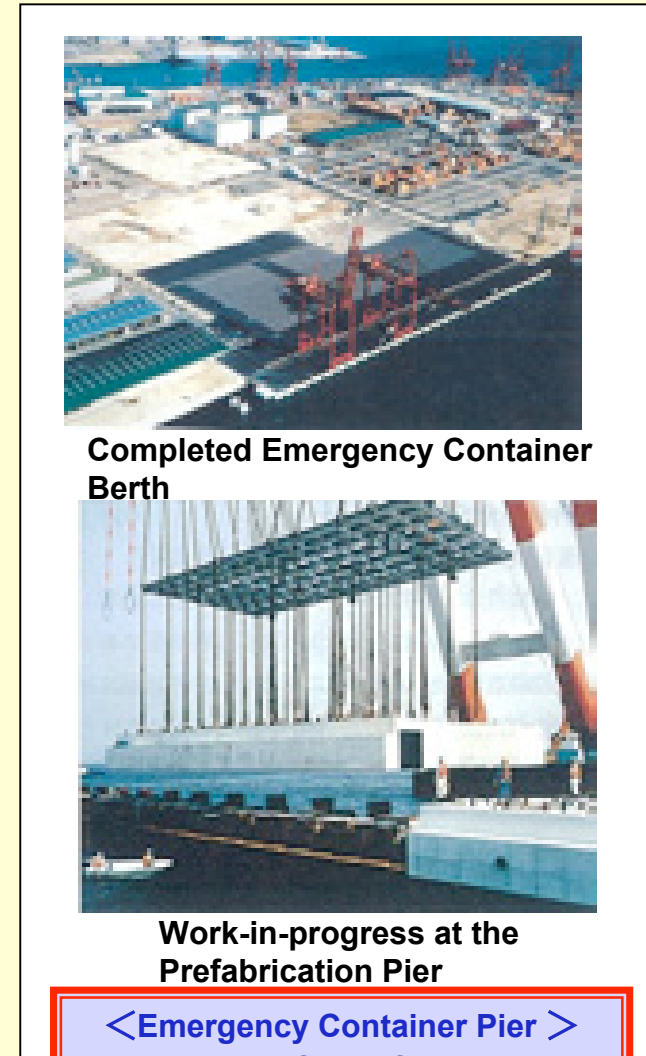
The Port in Action

Post-1995 Great Hanshin-Awaji Earthquake Reconstruction (2)

New technology was deployed in the reconstruction



<Jacket Method>
Adoption of the "Jacket Method" for rapid renovation



<Emergency Container Pier >
Adoption of a prefabrication method for rapid renovation

The Future for Kobe Port

4 Basic Policies for the Revitalization of Kobe Port

1. Re-establishment of the Port's Capacity for Competition

2. Promotion of Waterfront Development

3. Disaster Prevention Measures

4. Strengthened Waterfront Security

(1) Re-Establishment of the Port's Capacity for Competition and Logistics

Moving towards a "Super Hub Port"

Along with Osaka Port, Kobe Port is aiming for world-class standards for logistics and an increase in the capacity of the port to handle higher cargo volume and tonnage capacity through integration to transform the "Hanshin Port" into a Super Hub Port. This will lead to a shortening of ground cargo handling times, and decreased costs.

Development of the Osaka Bay Highway and the Bay Area

Plans are being developed to build an 80km highway running from the Kobe Awaji-Naruto Highway past Kobe Port, and up to the Kansai International Airport .



Kobe Airport – Set to take off!

In anticipation of the opening of the port in 2006, landfill works have been in progress. On completion, there will also be a man-made lagoon for restoration of the environment.



(2) Promotion of Waterfront Development

Lively Waterfront Area



A waterfront area that complements the town, giving Kobe its special appeal

Port-Side Town Development (HAT Kobe)



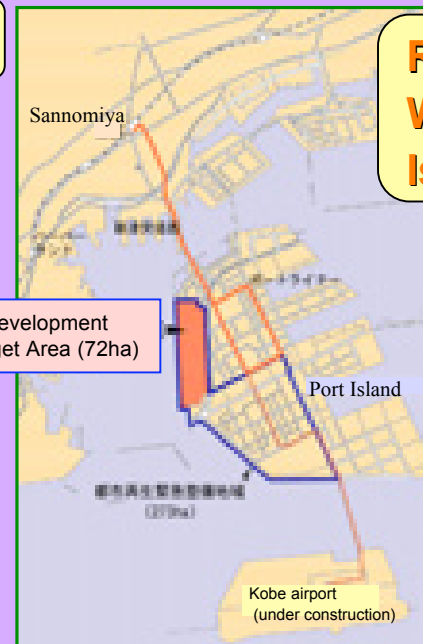
Factory space on the East Rinkai Sea Area will be converted to a new residential area for 30,000 people

Visit Kobe – We look forward to having you!



Kobe Port continues its efforts to vitalize the port as a world-class cruise and tourist attraction

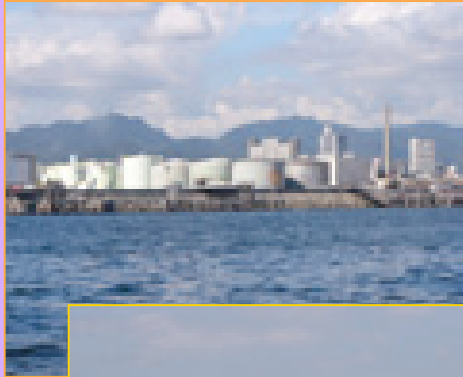
Redevelopment of the West Side of Port Island Harbor



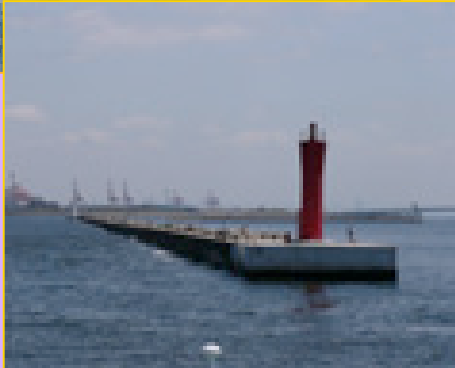
Redevelopment of the old container terminals to an attractive waterfront area

(3) Disaster Prevention Measures

Protection against further damage



The height of the existing seawalls built to protect the city from the effect of tsunamis caused by an earthquake in the southeast or south sea will be revised.



Furthermore, to lessen damage, Kobe City is in the process of strengthening its communication systems.

Development of next generation multi-functional environmental ships

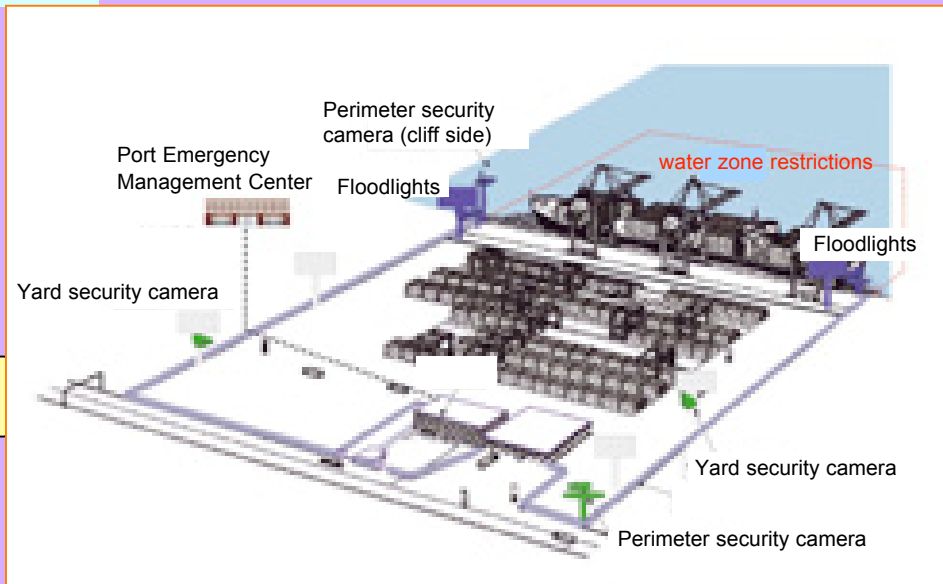


To protect the natural beauty of the pleasant sea area, we are promoting the development of multi-functional environmental ships with floating trash and oil collection.

(4) Strengthened waterfront security

Port Security (Revision of the SOLAS Treaty)

In conjunction with our responsibility for the security of the Port, further steps are being reviewed to ensure that the whole waterfront area is safeguarded.





~Thank you for your attention!~