



The Ever-Growing Port of Shimizu

Creating a Popular, User-Friendly Port

使いやすく、選ばれる港へー

Port of Shimizu

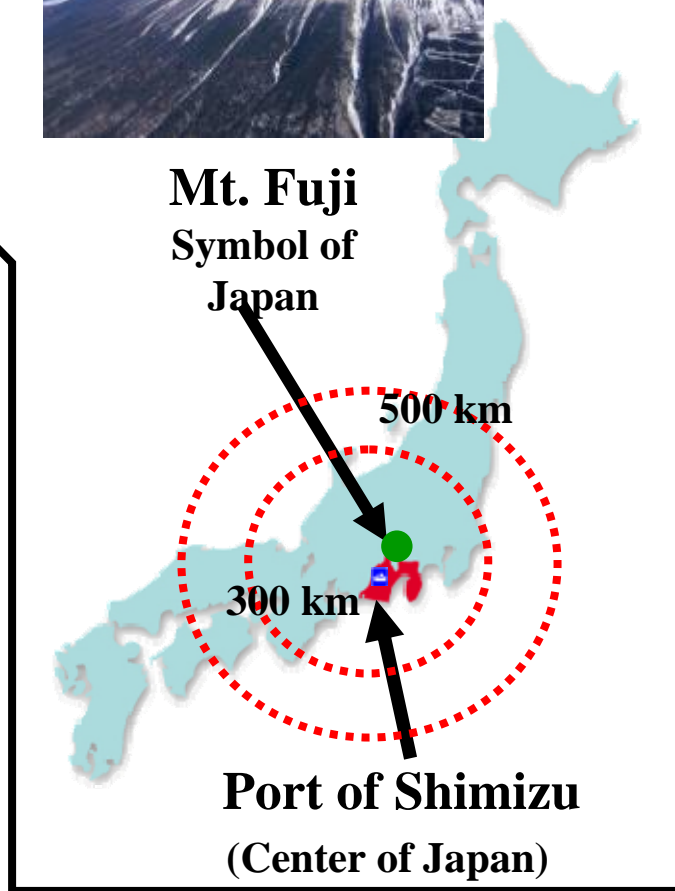
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Location of the Port of Shimizu



Mt. Fuji
Symbol of
Japan



Port of Shimizu
(Center of Japan)

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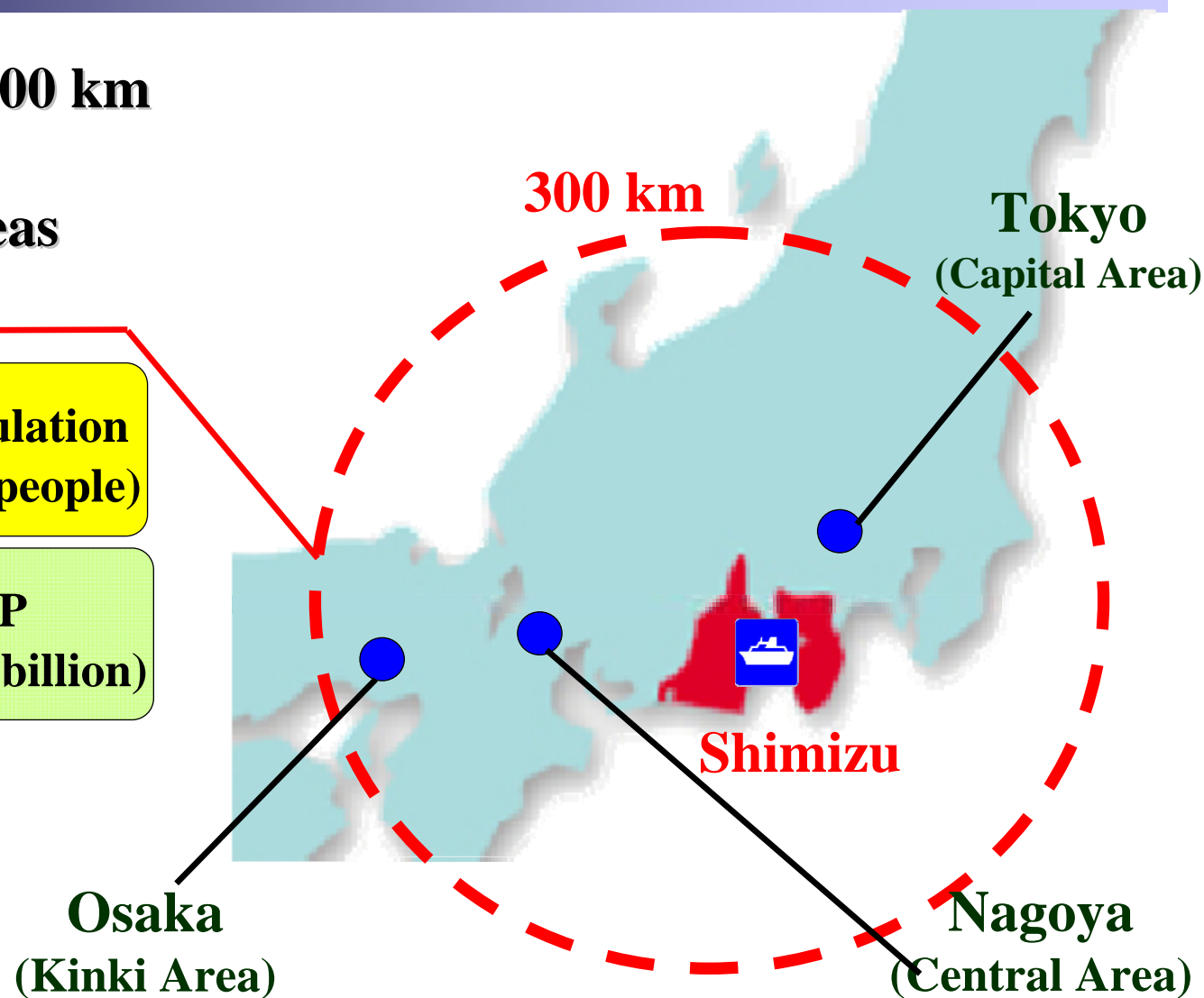


The Port of Shimizu: At the center of Japan's economy

Located within 300 km
of Japan's three
largest metro areas

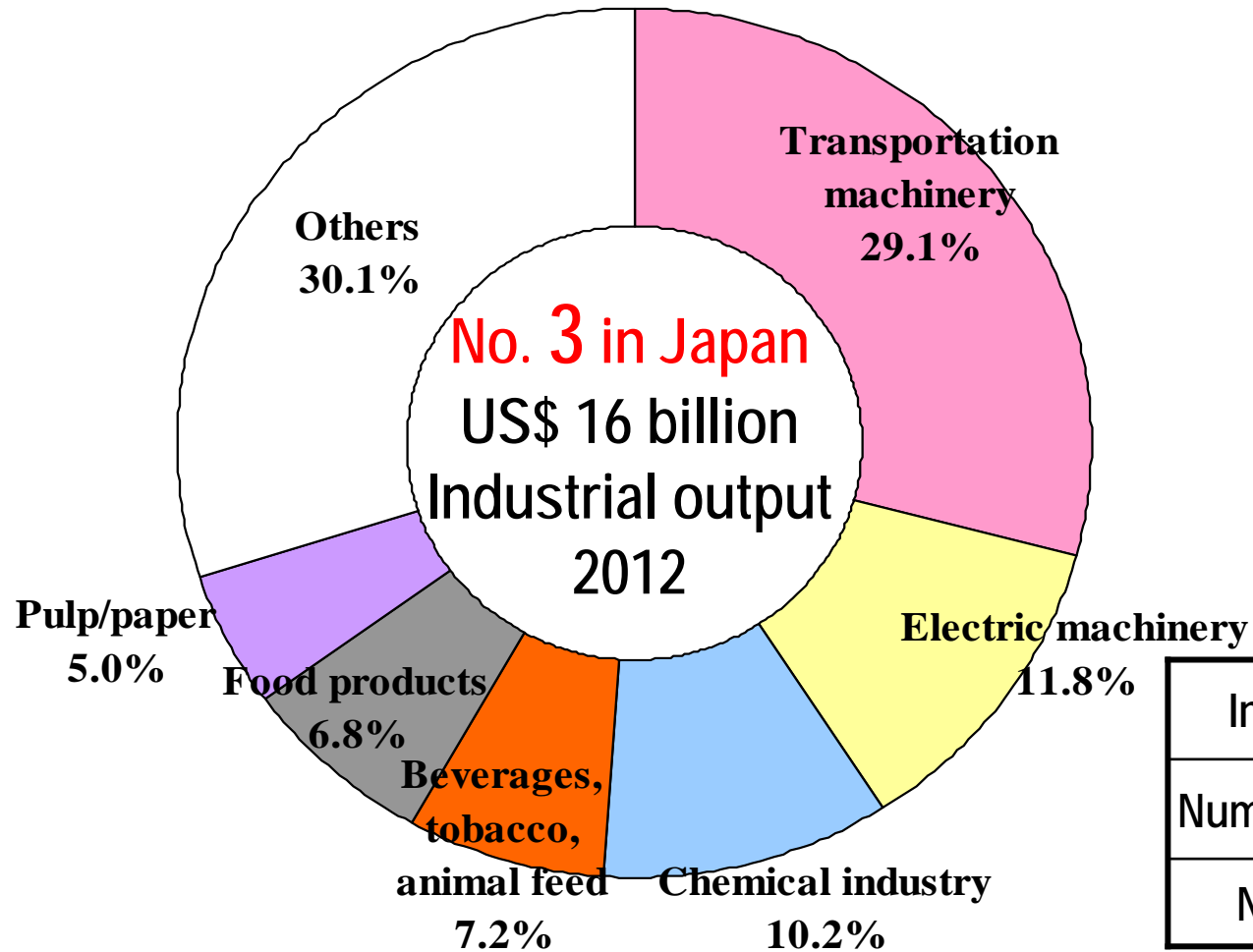
60% of Japan's population
(80 million people)

70% of Japan's GDP
(US \$370 billion)



Shizuoka Prefecture: 3rd highest industrial output in Japan

A wide range of manufacturing companies are in Shizuoka.



Industrial Output	No. 3
Number of Companies	No. 5
New Investment	No. 4



World-renowned companies based in Shizuoka

 **YAMAHA**



KAWAI



 **SUZUKI**



 **YAMAHA HONDA**



 **YAZAKI**

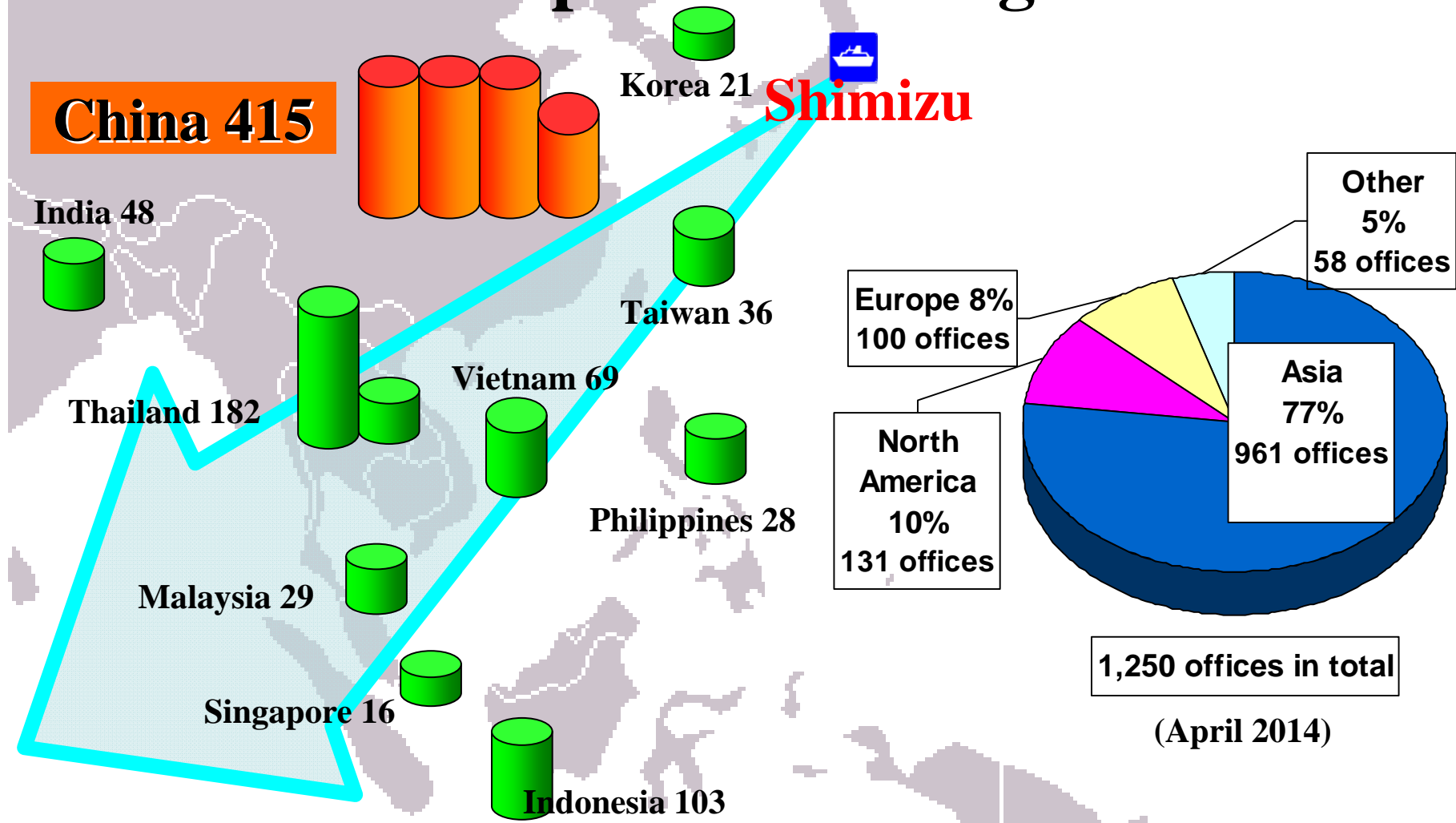


- Iris Ohyama
- Asahi Glass
- ASTI
- Asmo
- Amada
- Ichijo Komuten
- Itochu
- F.C.C.
- ENKEI
- Jatco
- Scroll
- Star Micronics
- Terumo
- Toshiba Carrier
- Toray Intl.
- Nanbu Plastics
- NICHIAS
- Nissei Electric
- Nissan
- Nippon Paper
- Nippon Tetra Pak
- Panasonic
- Hamamatsu Photonics
- Hitachi Appliances
- Fujifilm
- Plus
- Bridgestone
- Mitsubishi Electric Trading
- Marubeni
- Yokohama Rubber
- Yutaka Giken
- Ricoh
- Roki
- Roland



Shizuoka companies in Asia

>70% have expanded throughout Asia



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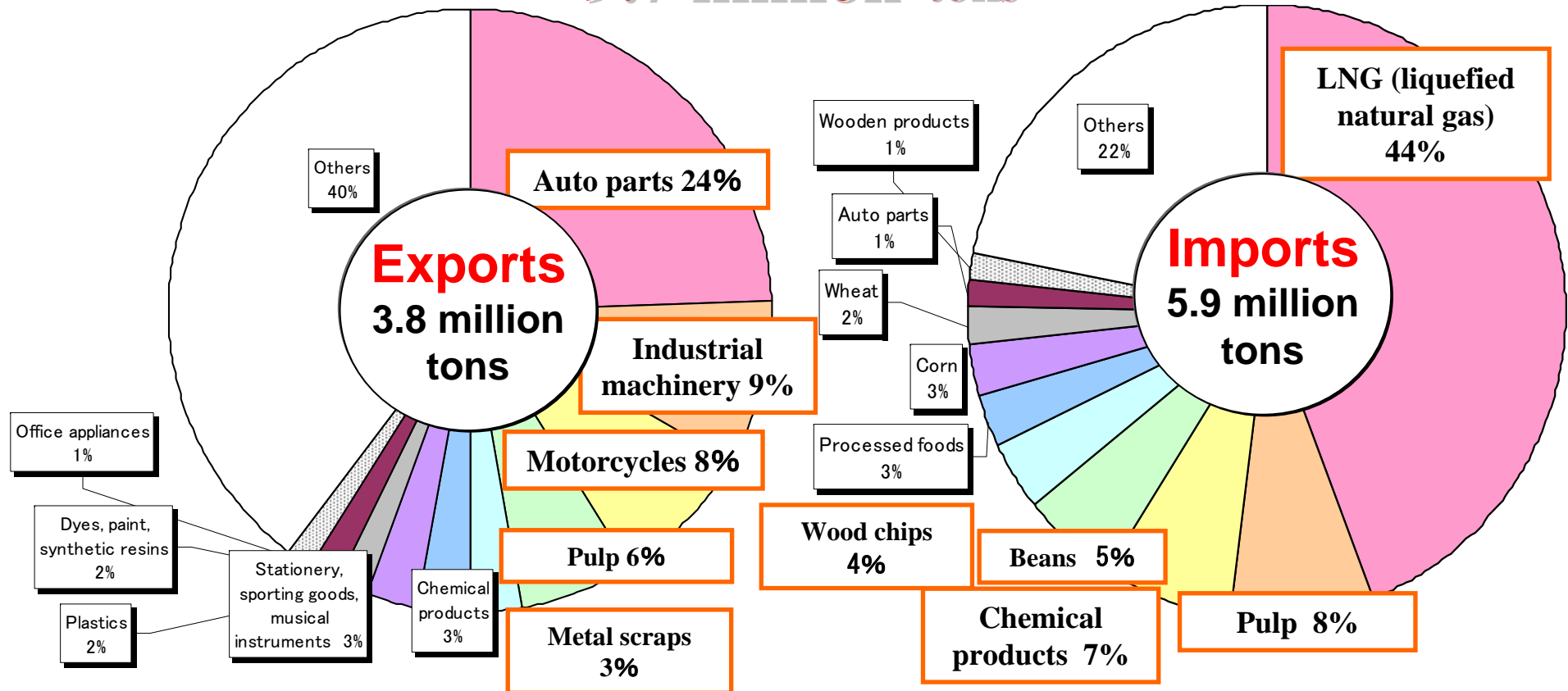


View of the Port of Shimizu



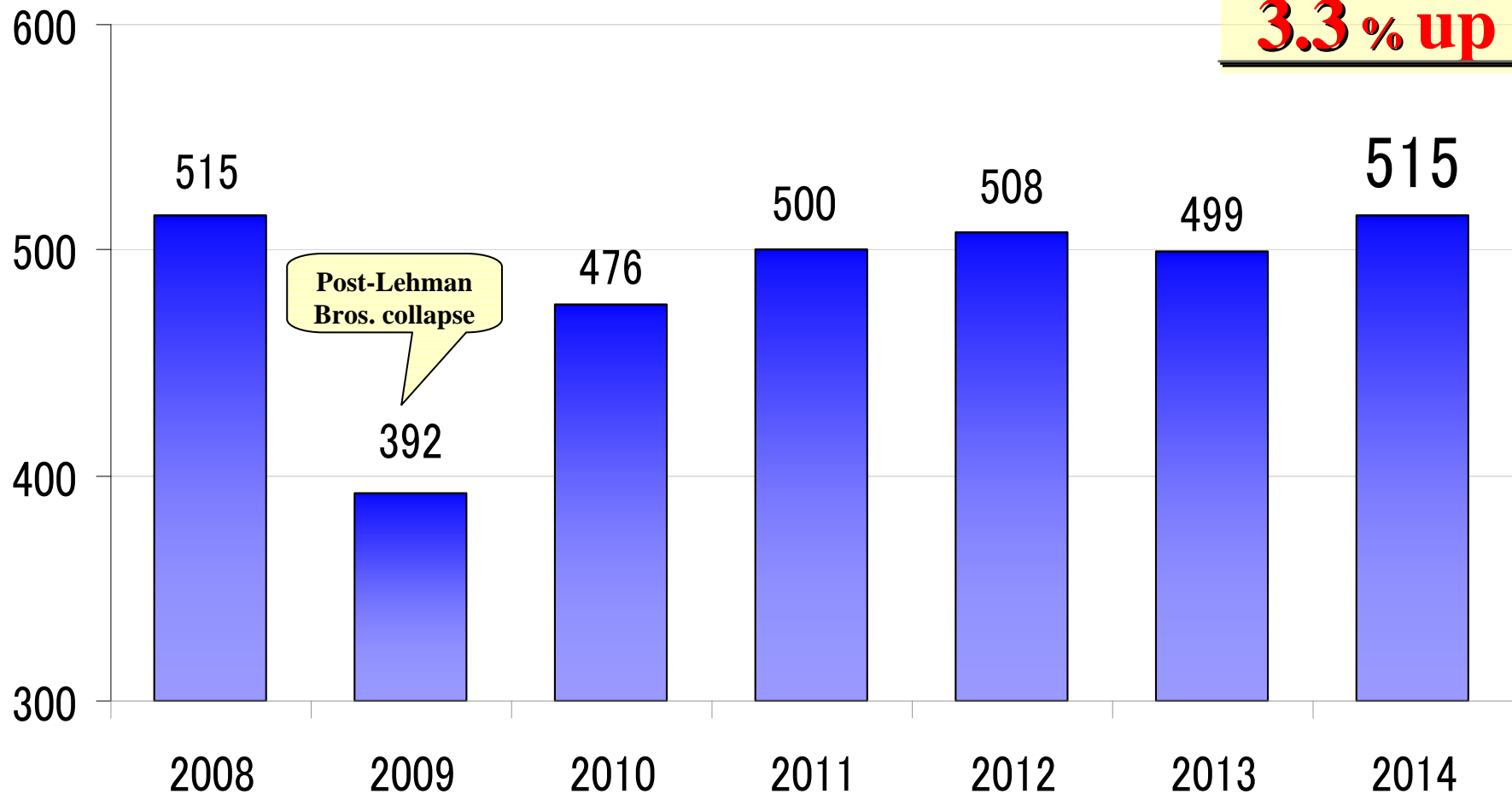
Cargo handled at the Port of Shimizu (2013)

TOTAL
9.7 million tons



Number of containers handled

(TEU, thousands)



TEU (twenty-foot equivalent unit): Number of 20-ft. equivalents of 20-ft. (approx. 6 m) and 40-ft. (approx. 12 m) containers

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Origins/destinations of cargo handled in 2013

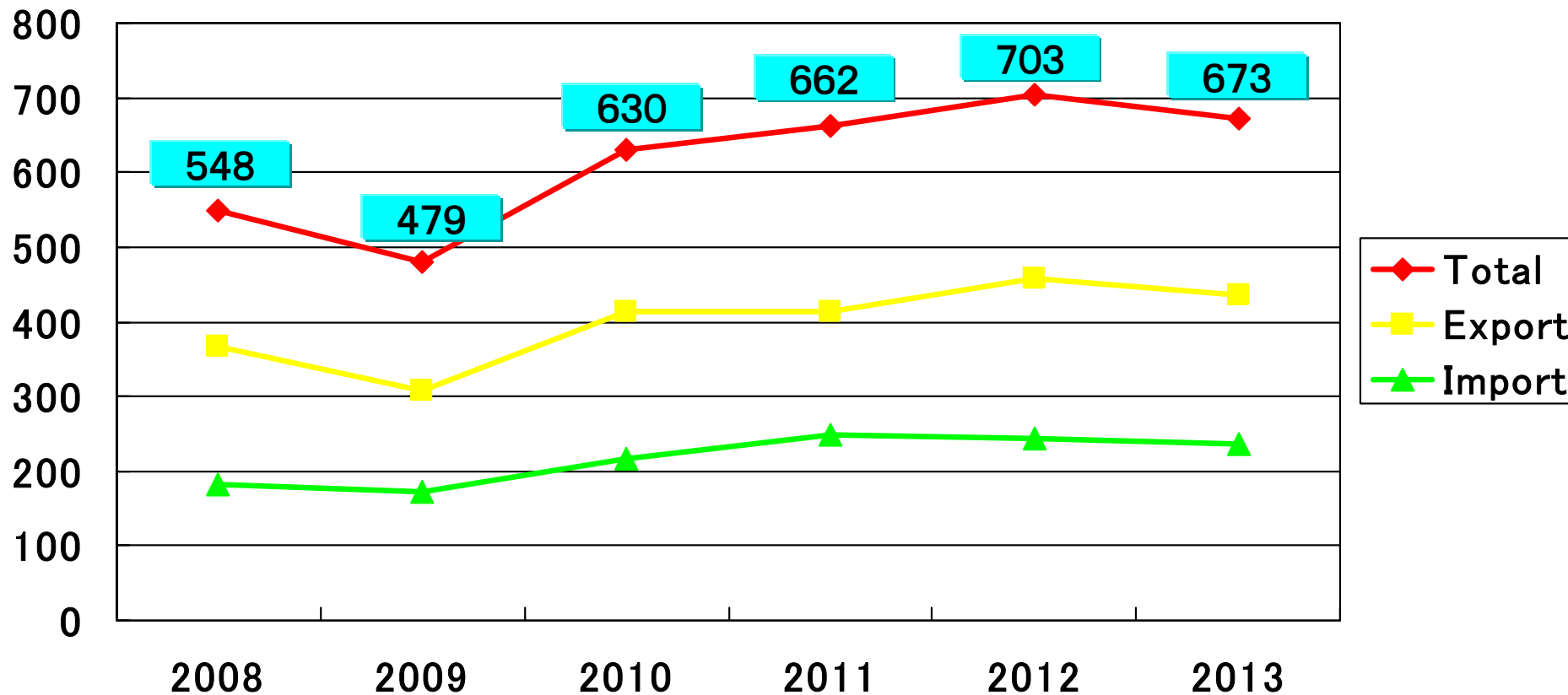
Export		TEU	Import		TEU
No.1	Shanghai	12,974	No.1	Shanghai	25,184
No.2	Busan	8,653	No.2	Laem Chabang	19,551
No.3	Hamburg	8,605	No.3	Busan	18,358
No.4	Long Beach	7,049	No.4	Manila	14,878
No.5	Laem Chabang	6,797	No.5	Singapore	9,776
No.6	Manila	6,618	No.6	Hong Kong	7,400
No.7	Jakarta	6,516	No.7	Hamburg	7,010
No.8	Hong Kong	5,618	No.8	Keelung	5,865
No.9	Rotterdam	4,565	No.9	Rotterdam	5,640
No.10	Ho Chi Minh	3,950	No.10	Jakarta	5,423

Source: Shimizu Customs



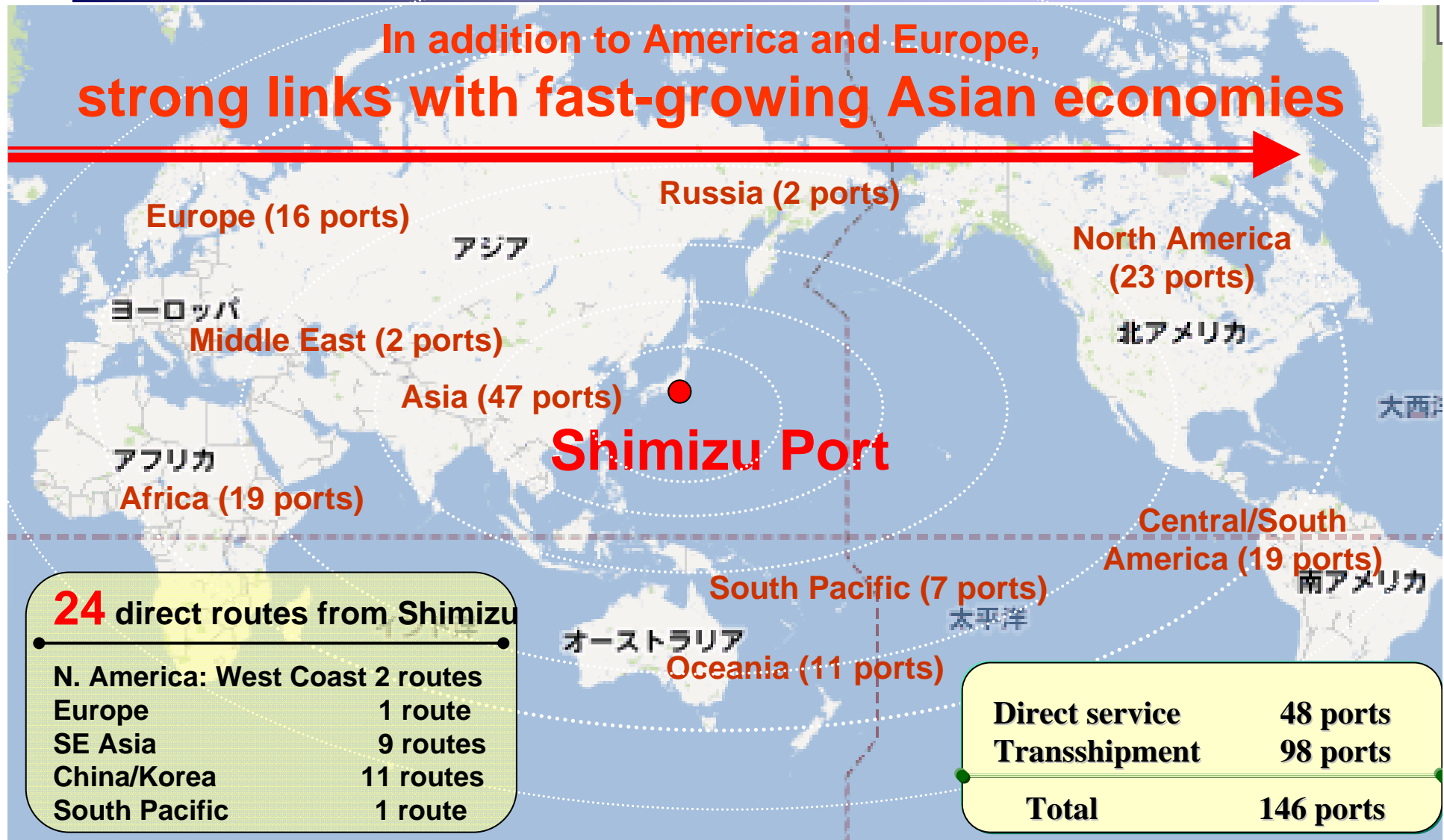
Amount of cargo to/from China handled

(Tons, thousands)



Extensive connections with major world ports

In addition to America and Europe,
strong links with fast-growing Asian economies



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Port of Shimizu container terminals

- 24/7 access/cargo handling
- Autopilot OK

Sodeshi Wharf No. 1

- Berth: Depth: -12.2 m, length: 720 m
- Container cranes: 3
Reach: 16 rows x 6 stacks
13 rows x 5 stacks
- Area: 184,000 sq. meters
- Container area: 2,034 TEU

Shin-Okitsu Wharf

- Berth: Depth: -15 m, length: 700 m
- Container cranes: 5
Reach: 18 rows x 6 stacks
- Area: 129,000 sq. meters
- Container area: 1,992 TEU

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The Evolving Shin-Okitsu Container Terminal

Stats

- Depth: -15 m; quake-resistant wharf along two berths (700 m in length)
- Five 18-column super gantry cranes

No. 1 Berth

No. 2 Berth

Under development

Container yard under development in anticipation of opening of Chubu Odan Expwy. in FY 2017



Wharf development: convenience up, costs down

Effects of development

1) Two-vessel berthing possible

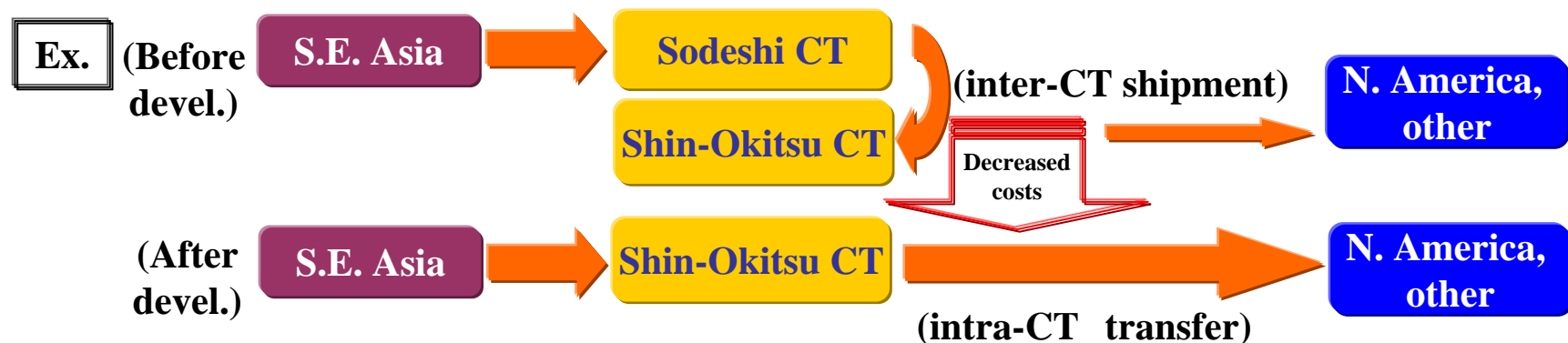
- No more container vessels waiting offshore

2) Increased handling efficiency

- 36% increase in handling capability due to increased efficiency via decreased wharf crowding and adding of gantry cranes.



3) Large increase in transshipment cargo

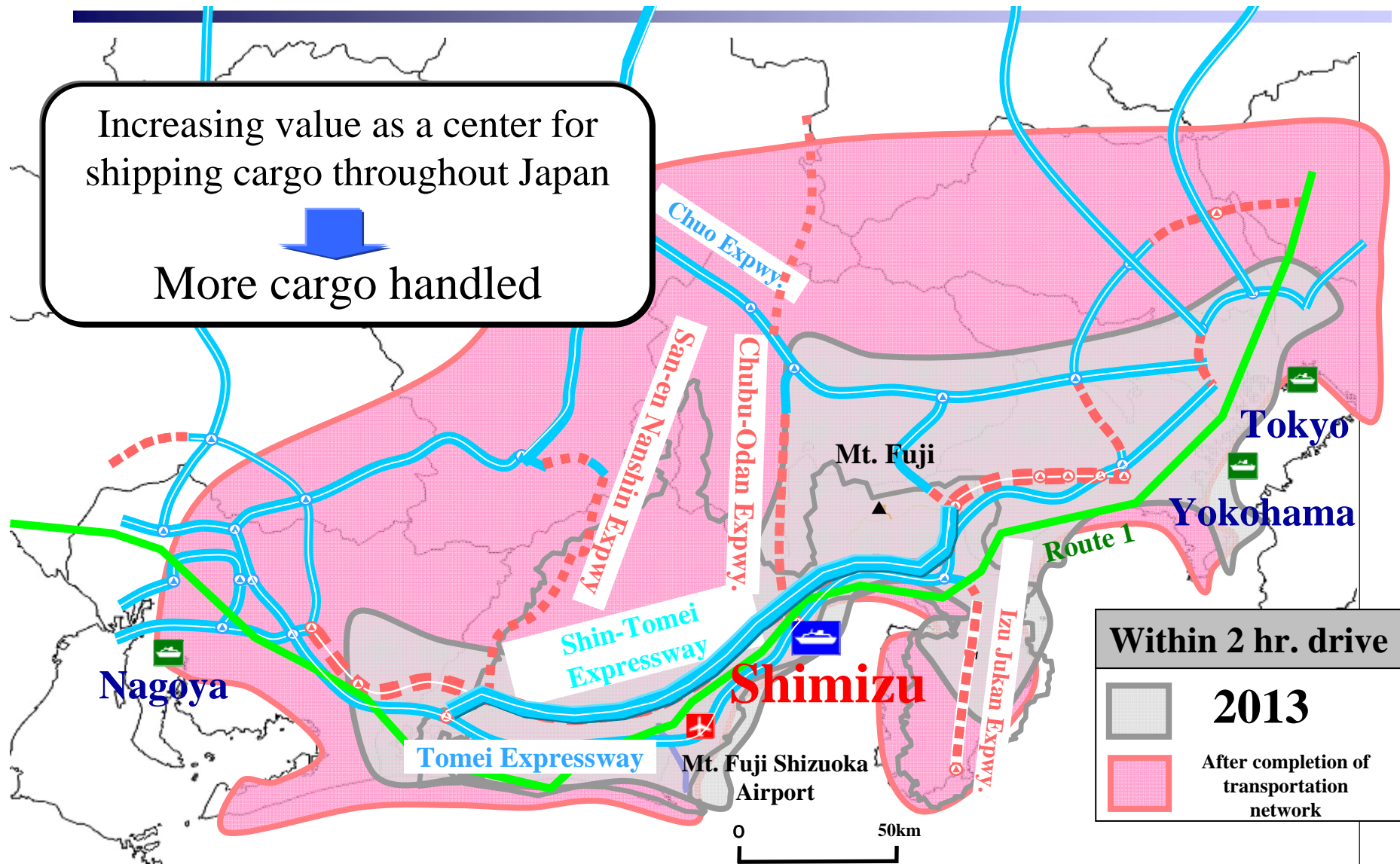


4) Reduced cargo handling times/costs

- Addition of two quake-resistant, state-of-the-art gantry cranes
→ reduced cargo handling times and costs



Highly-developed transportation network

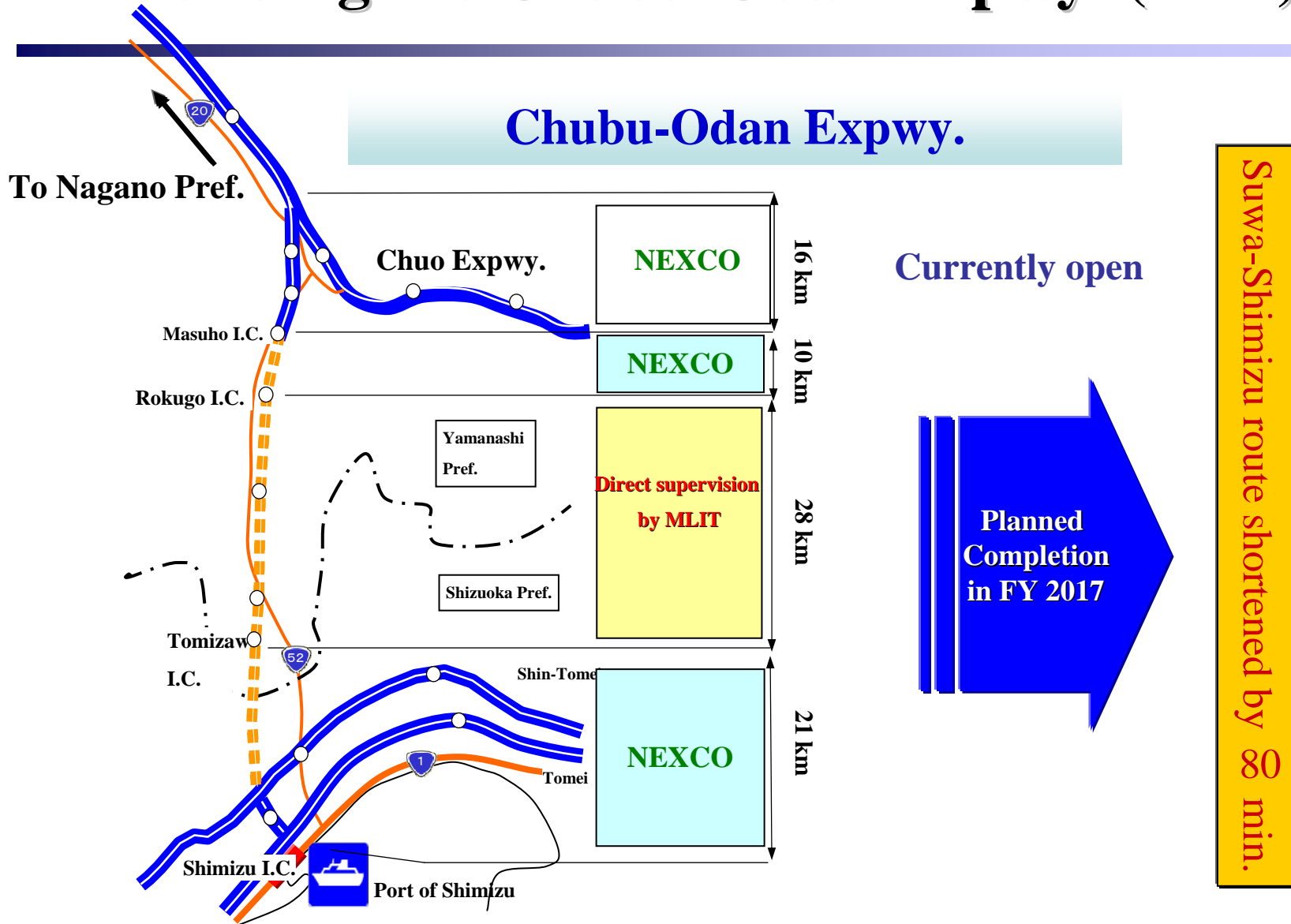


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Building the Chubu-Odan Expwy. (Pt. 1)



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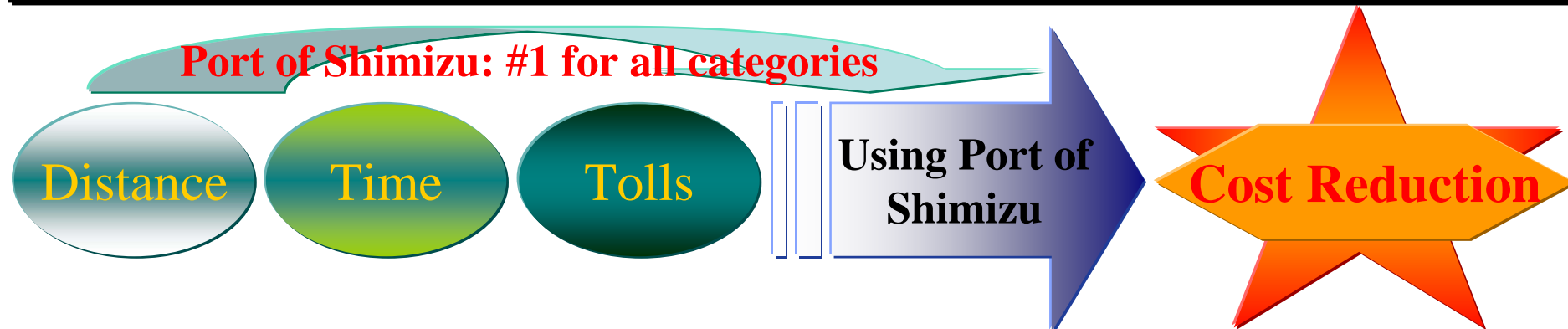


Building the Chubu-Odan Expwy. (Pt. 2)

Distance/time/tolls from Suwa I.C. to the port

	Round-trip distance		Round-trip time	Time required for cargo entry/exit	Round-trip tolls
Port of Shimizu	Before	282 km	6 hrs.	13 min.	10,280 yen
	After	272 km	3 hrs. 40 min.	13 min.	15,800 yen (est.)
Port of Tokyo	396 km		5 hrs., 26 min.	>1 hour	27,100 yen
Port of Nagoya	440 km		5 hrs., 46 min.	-	33,340 yen

Port of Shimizu: #1 for all categories



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Incentive (1) - For Shipping Companies

	New Route		Pre-existing Route	
Dockage Fee	Free (first 6 months)		• 50% off (lowest dockage fee in Japan)	
Wharf Usage Fee	Free (first 6 months)		For use of at least 2 hours and less than 8 hours	20% off
			For gross tonnage exceeding 30,000 tons	50% off on excess tonnage
Establishment of New Route	<10,000 tons	¥200,000/call (max)	-	
	10,000-29,999 tons	¥300,000/call (max)		
	≥30,000 tons	¥400,000/call (max)		
	*Maximum amount: ¥20,000,000/route (First year after start of new route)			
Systematic Transshipment Cargo	¥5,000/TEU * Maximum amount: Five million yen per shipping company		¥5,000 yen/TEU * Maximum amount: Five million yen per shipping company	



Incentive (2) – For Shippers

◆ Eligibility:

- ① Shippers using the Port of Shimizu for the first time or switching to the Port of Shimizu from a port in another prefecture
- ② Within ①, higher priority is granted to imported food products

◆ Subsidy :

	20-ft. cont.	40-ft. cont.
① Shipping container cargo	@ ¥10,000	@ ¥20,000
② Imported food products	@ ¥20,000	@ ¥40,000

90% or more of customers continue to use the Port even after subsidies end.



Shimizu as import/distribution center: Case 1

Porsche Japan K.K.

Why Porsche chose the Port of Shimizu:

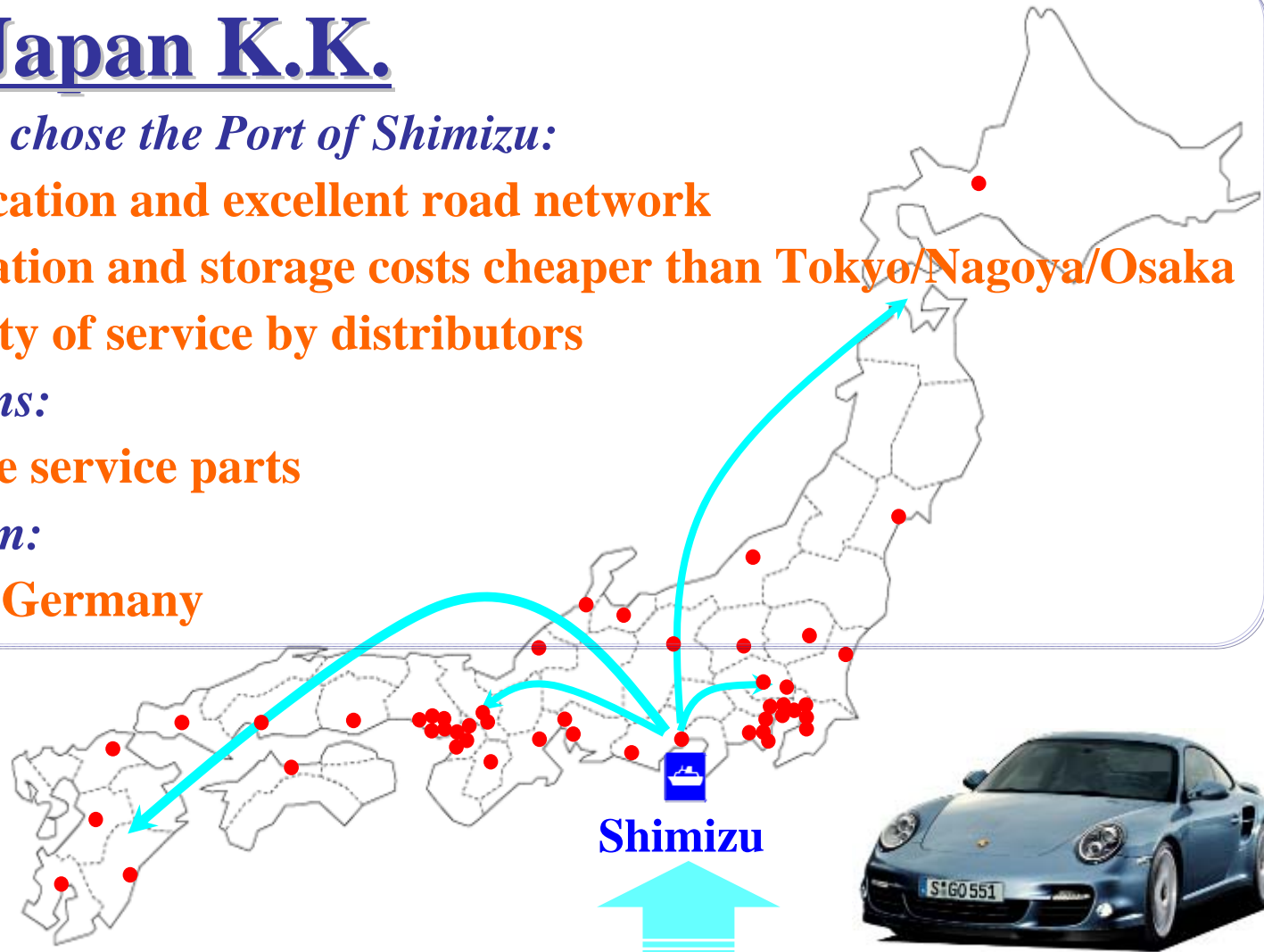
- **Central location and excellent road network**
- **Transportation and storage costs cheaper than Tokyo/Nagoya/Osaka**
- **High quality of service by distributors**

Imported items:

- **Automotive service parts**

Imported from:

- **Hamburg, Germany**



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Shimizu as import/distribution center: Case 2

Groupe Rossignol

Why Groupe Rossignol chose the Port of Shimizu:

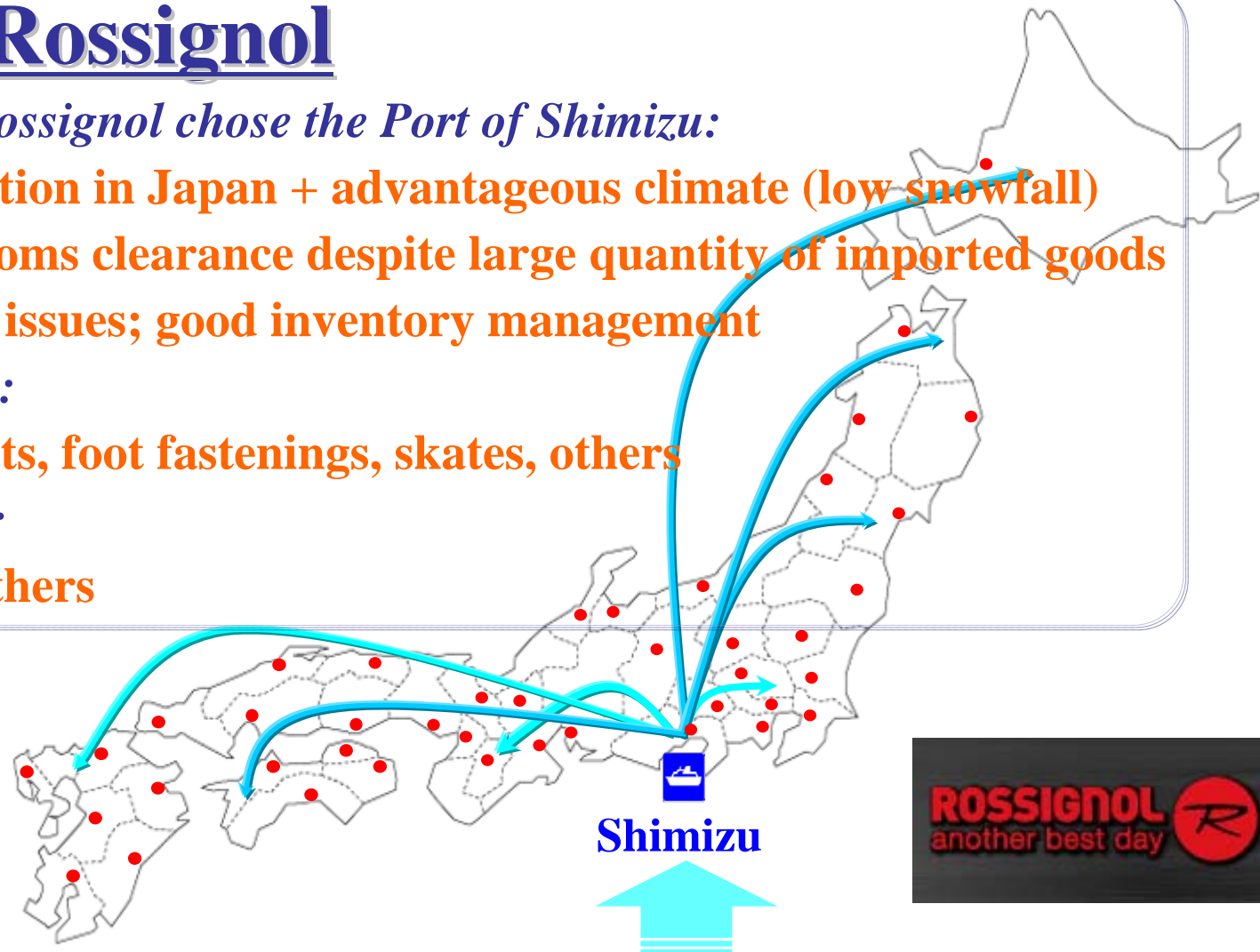
- Central location in Japan + advantageous climate (low snowfall)
- Smooth customs clearance despite large quantity of imported goods
- No shipping issues; good inventory management

Imported items:

- Skis, ski boots, foot fastenings, skates, others

Imported from:

- Le Havre, others





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Shimizu as import/distribution center: Case 3

	Item	Port(s) of Origin	Background
	Automotive service parts	Le Havre	Has always used the Port of Shimizu
	Sporting goods	Laem Chabang Shanghai	Has always used the Port of Shimizu
	Apparel	Hong Kong Shanghai	Switched from the Ports of Tokyo and Yokohama



Shimizu as import/distribution center: Case 4

	Item	Port(s) of Origin	Background
	Processed Food products	Le Havre (France)	Switched from the Ports of Osaka and Yokohama
	Household goods	Ningbo Shenzhen Qingdao (China)	Moved importing operations from Osaka
	Food products	Laem Chabang (Thailand) Los Angeles	Has always used the Port of Shimizu



Earthquake/tsunami preparation



State-of-the-art gantry crane with base isolation system

Tsunami evacuation center
(floodlights)



2013: 1st Disaster Preparedness Conference held
2015: Business Continuity Plan completed

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Summary

1. **Increase in cargo potential** expected from development of transportation network
2. **Provision of competitive incentives** to encourage opening of further routes
3. Making the centrally-located Port of Shimizu an **import and distribution center**





*We look forward to welcoming you
at the Port of Shimizu!*



Contact us

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