



Port of Kobe Mid-Term Plan

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City of Kobe

1 Port of Kobe Mid-Term Plan

Background and purposes of its formulation

- In 2017, the 150th anniversary of its opening, we formulated the Port of Kobe Future Vision, setting the image that the port should aim for roughly 30 years ahead.
- The future vision above depicted a long-term picture with a target period of approximately 30 years. To steadily promote this vision by taking into account recent social and economic conditions, we determine to formulate a Mid-term plan to show the policy and measures we should focus on within approximately 10 years from 2022, up to the first half of the 2030s.

Reference: Port of Kobe Future Vision (excerpt)

► Future image that the Port of Kobe should aim at

Ever-challenging and evolving Port of Kobe —Aiming to create new value—

► Core projects to achieve goals

“Port and Industry” field

Goal

A port that creates new value in global supply chains

—Kobe International Logistics Park Initiative—

Core project 1

Develop the Port of Kobe Logistics Terminal to form a re-export transshipment base equipped with high-value-added functions

Core project 2

Establish the Kobe brand with leading-edge technologies and high-quality logistics services

High-level human resources development to support high-quality port services

“Bustling and City” field

Goal

A port that creates new value by offering a luxurious time, places, and meetings

—Globally Attractive Waterfront Initiative—

Core project 3

Establish a Kobe waterfront that attracts people from around the world

Core project 4

Establish a cruise city by enhancing the environment to accept cruise ships and expanding market

Establishing a transportation network connecting sea, air, and land terminals to facilitate mobility and excursion around attractive spots for visitors

2 Direction of the Mid-Term Plan

Changes in socio-economic conditions and the direction to aim for

- Since the formulation of the Port of Kobe Future Vision (2017), the environment surrounding our society has been undergoing major changes, including the transformation of supply chains that became apparent due to the spread of COVID-19 infections, the global movement toward decarbonization and carbon neutrality, and increasing frequency and severity of natural disasters.
- The Port of Kobe Mid-Term Plan will address the following issues along with the directions of the following Port and Industry field and Bustling and City field while keeping an eye on our targeted future vision and monitoring the trends in the rapidly changing social and economic situation in recent years.
- Amid rapidly changing social and economic conditions, we will advance individual and specific issues while closely watching the changes in the environment that surrounds port logistics and taking into account opinions of stakeholders such as the port industry.

“Port and Industry” field

A comprehensive logistics port that continues to be a vital hub of the global supply chain chosen by the world

Changes in social situation	Directions
Changes in port logistics Transformation of the supply chain Stringent selection of calling ports Spread of COVID-19 infections	<ul style="list-style-type: none"> • Integrated use of container terminals • Enhancement of various marine transportation modes for such as conventional cargoes • Renewal and sophistication of logistics facilities such as warehouses
Global movement toward decarbonization	<ul style="list-style-type: none"> • Development of Carbon Neutral Port (CNP)
Shrinking workforce	<ul style="list-style-type: none"> • Improvement of productivity and work environment through the formation of AI terminal and digital transformation (DX)
Increasing frequency and severity of natural disasters	<ul style="list-style-type: none"> • Measures against earthquakes, high water, and tsunami • Enhancement of the Port of Kobe Business Continuity Plan (BCP)

“Bustling and City” field

A port that offers a space with an extraordinary atmosphere and attracts domestic and international visitors

Changes in social situation	Directions
Decline and outflow of population Raising intercity competition	<ul style="list-style-type: none"> • Enhancing the appeal of the city and increasing nonresident populations • Promoting urban development by utilizing sea/air routes and attracting visitors
Vitalization of bay areas through Expo 2025 Osaka Kansai Japan and other events	

3 Main Measures

“Port and Industry” field

Enhancement of port logistics functions —Development of a comprehensive logistics port—



- Promote efficient and integrated use of terminals, such as flexible use of berths and mutual use of cargo handling equipment, to continue promoting efforts based on the policy of the strategic international container ports led by the Japanese government.
- Collect more cargos by enhancing international shipping routes with multiple direction and frequency, maintaining and enhancing international feeder routes, and promoting the Cargo Collecting Project from wide region of Asia, in addition to maintaining and expanding major international shipping route.
- Encourage to increase added value of the port functions by changing land use behind container terminals.
- Sophisticate and streamline logistics functions by reorganizing areas where aging warehouses and sheds are concentrated.
- Enhance marine transportation services with various types of vessels by strengthening functions of terminals that handle diverse cargoes, including RORO, large or long, and heavy items to develop a complex terminal.
- Promote the use of ferries to respond to driver shortages and CO₂ reduction.
- Promote the development of wide-area transportation networks by facilitating Osaka Wangan Expressway Western Extension and introducing electronic toll collection (ETC) on the Harbor Highway.

Environment-friendly port



- Promote the development of Carbon Neutral Port (CNP) through the decarbonization of port operations and the use of next-generation energy sources such as hydrogen, amid growing global interest in SDGs and ESG investment.
- Promote the blue carbon (BC) ecosystem as a CO₂ absorption source.

Promotion of digital transformation (DX) in port logistics



- Implement a new port information system, CONPAS, to eliminate congestion of trailers at container terminal gates and reduce their waiting time in the terminal.
- Promote efforts to realize an AI terminal that supports humans, such as remote control of rubber-tired gantry cranes (RTGs).
- Promote the development of the port-related data linkage platform, Cyber Port.
- Develop human resources that support future port operations and pass advanced cargo handling and packing techniques to the next generation.

Safe and secure port



- Promote measures against earthquakes, storm surges, and tsunami.
- Sustain our port logistics functions during the event of large-scale disasters and the spread of infectious diseases (enhancement of the Port of Kobe Business Continuity Plan (BCP)).

“Bustling and City” field

Urban Center/Waterfront



- Promote redevelopment of the area mainly from the Shinko Pier West District to the Naka Pier District and its vicinity by introducing a private-sector vitality.
- Redevelop the Kyobashi District and its vicinity in line with the large-scale renewal project of the Hanshin Expressway No. 3 Kobe Line.
- Utilize seaside areas for creating a beautiful "Water space" that allows visitors to feel the closeness to water by introducing a private-sector vitality (between Shinko Pier No. 1 and No. 2).
- Formulate a sustainable urban center/waterfront through an area management under public-private partnerships and increase nonresident populations by spreading its attraction locally and globally.
- Improve the mobility and excursion around the area by introducing next-generation mobility and new public transportation systems (LRT, BRT, etc.).
- Realize a smart city by utilizing new technologies such as ICT.

Suma Coast area



- Promote the redevelopment of Suma Aqualife Park Kobe and Suma Yacht Harbor to form a long-stay resort area along the coast.
- Improve mobility and excursion of visitors by developing promenades in the Suma Coast area and introducing next-generation mobility.
- Consider to utilize the west Suma Coast area from JR Suma Station to Suma Marine Fishing Park.
- Create attractions associated with cycle tourism.

Hyogo Canal area



- Improve visitor's excursion of the area by encouraging the development of promenades.
- Provide opportunities for interaction between people by holding water environment lectures and related attractive events alongside the canal.

Urban development/Attracting visitors by utilizing sea/air routes



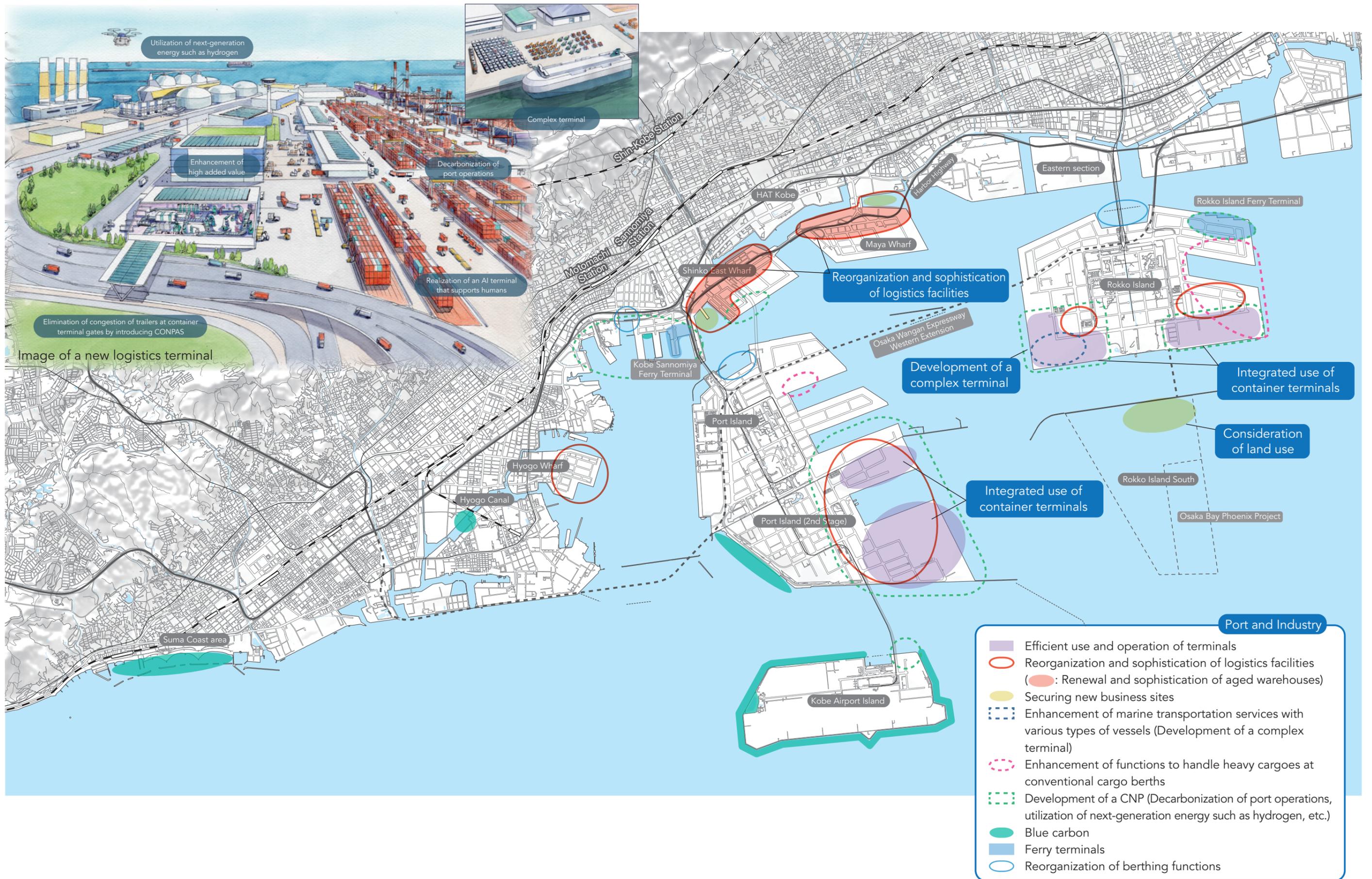
- Consider new marine transportation in accordance with the vitalization of Osaka Bay Area.
- Consider the introduction of marine transportation in conjunction with Awaji Island tourism.
- Bring new liveliness by utilizing Kobe Airport as well as marine transportation.
- Reinforce traffic networks from the urban area to Kobe Airport.

Cruise



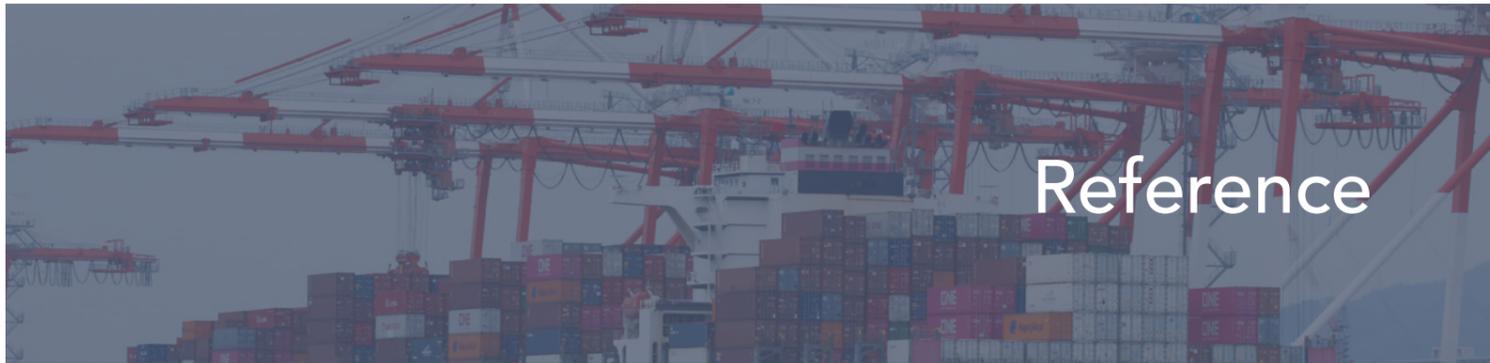
- Invite cruises from/to Kobe, such as Seto Inland Sea cruise using premium/luxury ships.
- Attract visitors from a wide area through Fly & Cruise services.

4 Zoning [Port and Industry]



Zoning [Bustling and City]





Reference

Enhancement of port logistics functions —Development of a comprehensive logistics port—



The strategic international container port

▶ “Consolidating Cargoes”

- In addition to maintaining and expanding major shipping routes, we will diversify and increase route networks with North America, Europe and Southeast Asia.
- We will maintain and expand the international feeder route networks that connect regional ports along the Japan Sea, in addition to the Setouchi Inland Sea and Kyushu areas.
- We will increase cargo handling volume from Southeast Asia by promoting the Cargo Collecting Project from wide region of Asia.

▶ “Generating Cargoes”

- Regarding the land behind container terminals, we will attract and concentrate companies that are able to increase added value by sophisticating their functions of distribution, processing and manufacturing, in line with the land-use update.
- In addition to securing new business sites and introducing a private sector vitality, we will promote sophistication and streamlining of logistics functions by reorganizing the areas where aging warehouses and sheds are concentrated.
- We will review the building coverage ratio and floor-area ratio of the land behind container terminals and the areas of concentrated aging warehouses and sheds.

▶ “Strengthening competitiveness”

- We will use berths flexibly to improve the convenience of berthing of large ships and transshipment of cargoes, and use terminals integrally to contribute to cargo handling efficiency by using mutual gantry cranes between adjacent quays.
- Regarding the south landfill site off Rokko Island, we will continue receiving dredged sand from the port and waste from a wide area, and additionally we will study to converse the area to land by accepting actively construction waste soils.

Based on the progress of landfill and socio-economic conditions, we will study optimal land use, such as the development of a new global standard logistics terminal equipped with high-value-added functions.

Conventional cargoes

- We will reorganize and enhance the existing berths that handle various cargoes, such as RORO items (completed automobiles and construction machinery) and heavy items.
- We will promote multiple transportation modes to contribute to strengthening the competitiveness of Kobe as the strategic international container port.

Ferry berth

- We will promote the use of ferries that serve as a domestic feeder transportation, in addition to addressing driver shortages, reducing environmental impact, and securing alternative transportation routes in the event of a disaster.
- We will reinforce ferry terminal functions to accept larger ferries due to the replacement in the future.

Wide-area transportation networks

- We will promote the development of Osaka Wangan Expressway Western Extension.
- We will introduce electronic toll collection (ETC) on the Harbor Highway.
- We will promote the use of barge transportation.

Environment-friendly port



Reduction of CO₂ emissions

- Based on the Kobe Carbon Neutral Port (CNP) Development Plan to be formulated in the fiscal year 2022, we will realize a CNP in 2050 through public-private partnerships.
- We will decarbonize port operations, including cargo handling equipment, vessels, and large vehicles.
 - We will introduce shore power supply to anchored vessels.
 - We will promote the use of next-generation energy such as hydrogen by facilitating the conversion to fuel cells (FCs) for cargo handling equipment and tractor heads for container transportation.
 - We will provide preferential treatment, or an incentive system for ships with low environmental impact.

CO₂ absorption source

- We will promote a blue carbon (BC) ecosystem.

Promotion of port logistics digital transformation (DX)



Improvement of productivity and work environment

- In addition to introduction of a new port information system, CONPAS, and centralized control gates, we will develop an AI terminal that supports humans by streamlining port logistics, such as remote-controlling rubber-tired cranes (RTGs), to compensate for a shortage of port workers and improve the working environment.
- We will promote the streamlining of port trade procedures by utilizing a port-related data linkage platform, Cyber Port, and appropriately maintain and manage port facilities under the preventive-maintenance program.
- We will promote White Logistics Movement based on national policy, such as improving the efficiency of logistics, improving the working environment of port workers and truck drivers, securing diverse human resources and saving labor in cargo handling such as by using standardized pallets.

Human resource development

- We will develop human resources through Kobe Harbor Polytechnic College and the Kobe Port Technical Training Center.
- We will create human resources that support the port by increasing opportunities for citizens to become familiar with the port operations.
- We will publicize and advertise the advanced cargo handling and packaging technology of the port of Kobe in and outside of Japan.

Safe and secure port



Structural measures

- We will increase the resilience of the port by adopting measures against earthquakes, storm surges, and tsunamis to maintain logistics functions, to secure transport functions for relief supplies and personnel in the event of a large-scale disaster and to ensure safety through disaster prevention and mitigation.
 - We will increase earthquake resistance of quays, bridges, etc.
 - We will take measures against storm surges by raising the ground level of cargo handling areas at the port and installing inland water drainage equipment.
 - We will take level 2 tsunami mitigation measures, which limit the inundation depth to less than 30 cm and the like, and introduce remote-operation of water gates and iron tide gates.
- We will strengthen the emergency transportation road network, including promotion of the development of Osaka Wangan Expressway Western Extension.

Non-structural measures

- We will enhance the Port of Kobe Business Continuity Plan (BCP) to meet not only natural disasters, such as earthquakes, tsunamis, storm surges, and typhoons, but also infectious diseases.

Urban center/waterfront



- We will promote waterfront redevelopment that incorporates the vitalities of the private sector, based on the land use policy of the Port City Kobe Grand Design, a future vision for the urban center/waterfront.
- We will develop a sustainable urban center/waterfront area through area management under public-private partnership.
- We will develop an environment-friendly community by promoting decarbonization and incorporating digital transformation (DX).
- We will increase nonresident populations by spreading the attraction of the city in and outside of Japan.

Shinko Pier west area

- We will redevelop a new waterfront by introducing various urban functions that embrace the locational advantage of being close to central Sannomiya.
- We will promote a redevelopment based on the Water Area Utilization Plan for the Area between Shinko Pier No. 1 and No. 2.
- We will promote a community development by fully exploiting ICT and IoT digital services as a demonstrating field for a smart city.
- We will study the traffic flow line of the Hanshin Expressway No. 3 Kobe Line, including Kyobashi Ramp.

Areas surrounding Nakatottei

- We will promote a redevelopment, including renovation of Kobe Port Tower and the Nakatottei Chuo Building and surrounding facilities.
- We will create visitor attractions by utilizing sightseeing boats and holding various events at Meriken Park.

Kyobashi area

- In line with the large-scale renewal project of the Hanshin Expressway No. 3 Kobe Line, we will study a reorganization of berthing functions and utilization of areas around elevated roads, including the means of landfill.

Other areas

▶ Port Island

- We will create visitor attractions at Shiosai Park that take locational advantages of scenic views.
- We will study a revitalization base of the area with a view of the completion of Osaka Wangan Expressway.

▶ Rokko Island

- We will create liveliness at Rokko Island Marine Park integrated with utilization of the land behind.

▶ HAT Kobe

- We will create a lively atmosphere at Nagisa Park by providing unique features using art and holding various events including the use of the water surfaces.

Improving mobility and excursion of visitors

- We will improve visitor traffic within the city by introducing various transport means, such as next-generation mobility and new public transportation, light rail transit (LRT) and bus rapid transit (BRT).
- We will strengthen visitor's excursion flow in the waterfront area by encouraging the development of a seaside promenade.

Symbolic landscape

- We will formulate an attractive cityscape, including nighttime scenery, as a waterfront space that represents the Port City Kobe.

Suma Coast area



Creation of a long-stay resort area

- We will create a long-stay resort area integrated with surrounding facilities, such as Suma Aqualife Park Kobe and Suma Yacht Harbor along the Suma Coast.
- We will encourage the redevelopment of Suma Aqualife Park Kobe as well as the operation and redevelopment of the Suma Yacht Harbor by introducing the vitality of the private sector.
- We will improve mobility and excursion of visitors by developing seaside promenades and introducing next-generation mobility.
- We will study the introduction of new marine transportation connecting the Suma Coast area, the urban center, and Awaji Island.
- We will study to create a visitor's excursion and liveliness in the west Suma Coast area, from JR Suma Station to Suma Marine Fishing Park.
- We will create attractions associated with cycle tourism.

Environment-friendly coast

- We will continue to be certified by the Blue Flag international environmental certification program, originated in France.
- In cooperation with the local community, we will provide an opportunity for environmental learning and fisheries development, and promote blue carbon, such as by cultivating eelgrass.

Hyogo Canal area



- We will promote the creation of attractive nighttime scenery through lighting and improve visitor excursion by developing promenades along the canals.
- In cooperation with the local community, we will provide an opportunity for environmental learning and fisheries development, and promote blue carbon, such as by cultivating eelgrass.
- We will create a bustling atmosphere by holding events along the canal, including the use of the water surface.
- We will manage and operate for safe use of rivers and seas, such as banning jet ski bikes and the like.

Development of community and visitor attractions by utilizing sea and air routes



- We will study new maritime transportation with the view of the revitalization of the Osaka Bay Area, including Expo 2025 Osaka Kansai Japan.
- We will consider the introduction of new maritime transportation in cooperation with tourist sites, such as Awaji Island and the Setouchi Inland Sea.
- We will create visitor attractions through new sea routes in cooperation with Kobe Airport, the urban center, waterfront areas, etc.
- We will enhance the transportation network from the urban areas to Kobe Airport.

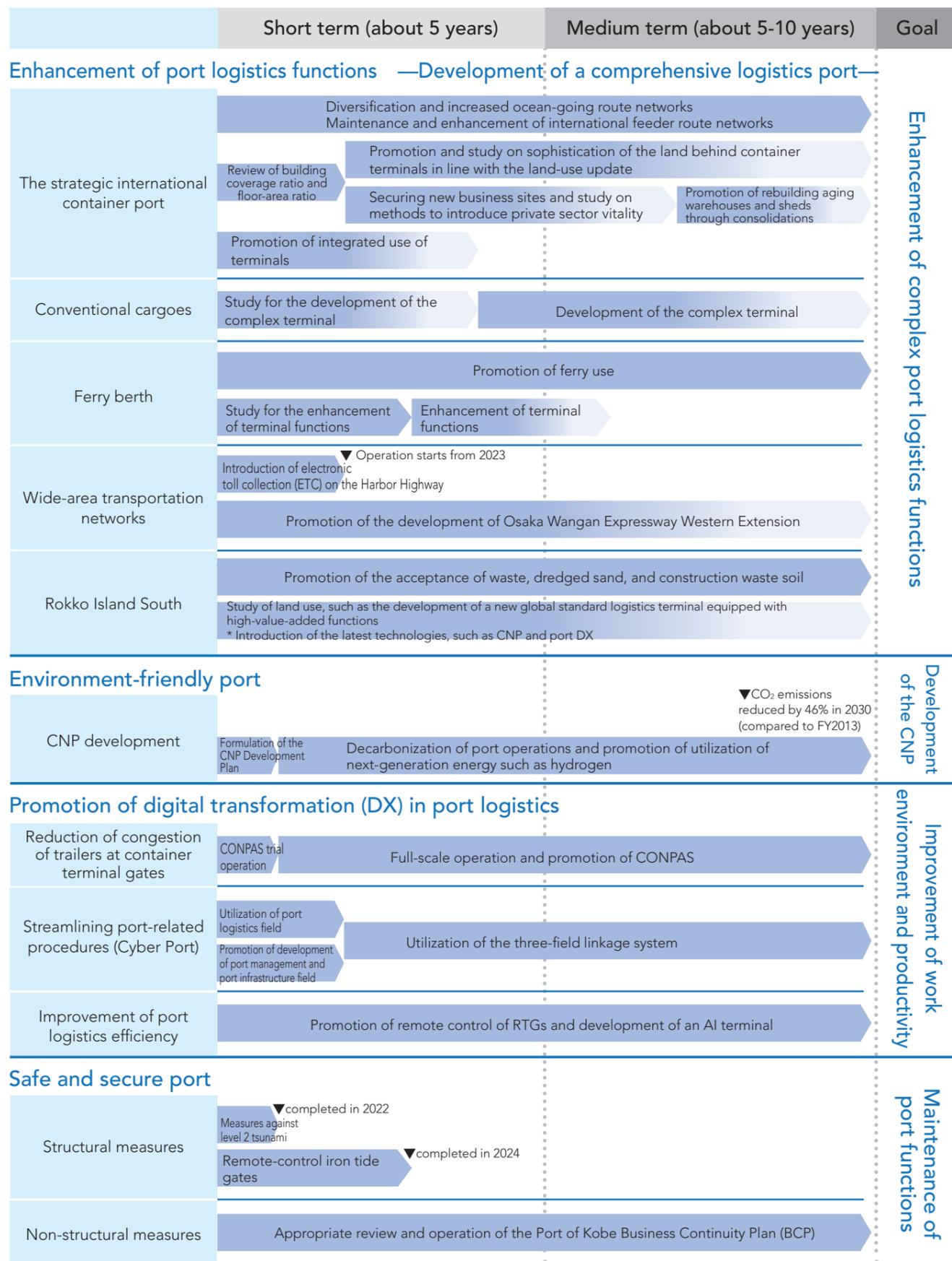
Cruise ship



- We will attract cruise tours departing from and arriving at Kobe, such as Setouchi Inland Sea cruises on premium or luxury ships.
- We will promote a long-stay tourism based in Kobe by strengthening the attraction of cruise tours departing from and arriving at Kobe.
- We will attract passengers from a wide area by promoting the excellent access to Kobe Airport and port terminals, with the view of future internationalization of the airport, and by offering Fly & Cruise options.
- We will establish a safe and secure visitor acceptance system that considers measures against infectious diseases.

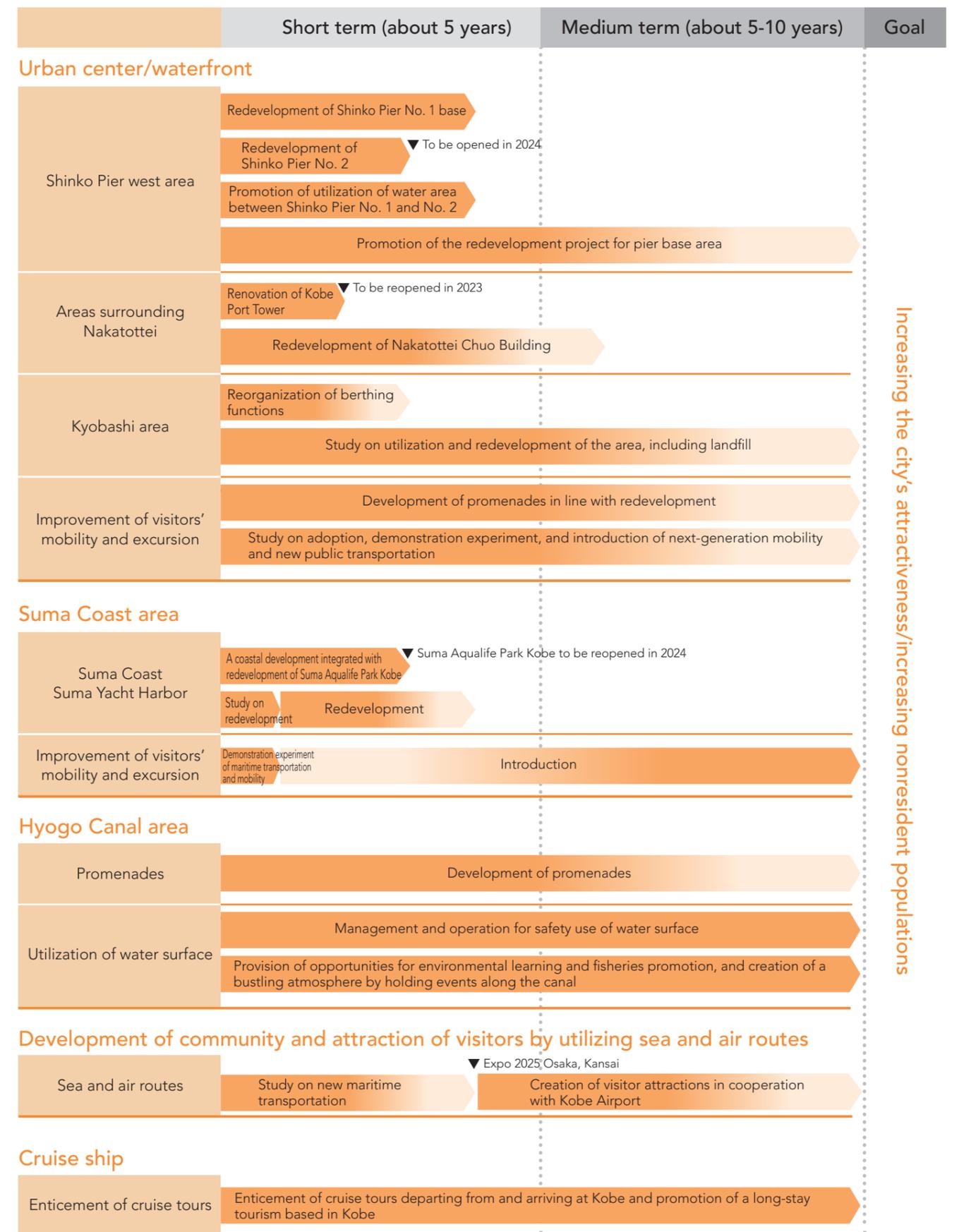
Reference Roadmap

"Port and Industry" field



▲ Intermediate verification shall be implemented as required.

"Bustling and City" field



▲ Intermediate verification shall be implemented as required.



- A**
- AI terminal**
A terminal with the world's highest level of productivity and a good working environment, combined with AI, IoT, and automation technology
- Area management**
An effort led by the private sector to actively carry out community development and regional management for specific areas
- B**
- Barge**
A boat used to transport people and cargoes back and forth between an anchored ship and land, or between two distant points
- Berth**
A facility to moor ships to load/unload cargoes or embark/disembark people, including quay, pier, etc.
- Blue carbon (BC)**
Plants absorb carbon dioxide from the atmosphere and isolate carbon through photosynthesis. The carbon that is taken into the sea by the action of marine organisms such as sea glass, seaweed, and phytoplankton is called blue carbon. On the other hand, the carbon isolated by terrestrial plants such as forests and urban greenery is called green carbon.
- Blue Flag certification**
An international environmental certification for achieving standards of water quality, environmental management, environmental education, safety, and services at beaches and marinas. The Suma Coast was certified in April 2019.
- BRT**
An abbreviation for bus rapid transit, which refers to an advanced bus transportation system that combines articulated buses, a public transportation priority system (PTPS), bus exclusive roads, bus lanes, etc. to ensure speediness and punctuality and increase transport capacity
- C**
- Carbon Neutral Port (CNP)**
An initiative to reduce overall greenhouse gas emissions to zero at ports that serve as nodes of international logistics and industrial bases, through the development of an accepting environment that enables to realize large-scale, stable, and inexpensive import and storage of next-generation energy sources, such as hydrogen and ammonia, the sophistication of port functions in consideration of decarbonization, and the cooperation with industries accumulated in coastal area
- Cargo Collecting Project from wide region of Asia**
A public-private partnership project team established in March 2017 to increase cargo handling volume from Southeast Asia
- Complex terminal**
A terminal that attempts to embrace multi-mode transportation means of goods to enable handling various types of cargoes unitarily regardless of packing style, not only container cargoes but also conventional cargoes, such as heavy items, special cargoes, and RORO cargoes
- Conventional cargoes**
Cargoes other than containerized cargoes, such as grains, liquid chemicals, heavy items, including steel, machinery, and plants, RORO cargoes, fruits and vegetables

- D**
- Digital transformation (DX)**
A change aiming to improve people's lives in all aspects by utilizing and expanding advanced digital technology
- E**
- Emergency transport road network**
Routes necessary for carrying out four activities immediately after an earthquake, as stipulated in the Kobe City Local Disaster Prevention Plan (the four activities: 1. transportation of emergency supplies, 2. rescue, emergency aid, medical treatment, and fire extinguishing, 3. activities by official disaster control, and 4. road inspection, restriction, and elimination of road obstacles)
- ESG investment**
Investment that takes into considerations not only conventional financial information but also environmental, social, and governance factors
- F**
- Fly & Cruise**
A tour that combines an airplane and a ship
- G**
- Gantry crane**
A bridge-column-type crane dedicated to handling of containers, running on rails laid on the vessel side apron, grabbing, hoisting, lowering, and traversing containers with a spreader (container hoisting device) suspended from a trolley that traverses along a boom protruding from the top
- I**
- ICT**
An abbreviation for Information and Communication Technology, which refers to communication using telecommunication technology
- International feeder routes**
The routes that import and export cargoes to/from foreign countries are transshipped at major Japanese ports to be further forwarded to other smaller ports (branch ports) in Japan, are called domestic feeders routes. Among them, the routes that connect the strategic international container ports and branch ports are called international feeder routes.
- IoT**
An abbreviation for Internet of Things, which refers to a system that connects not only computers but also various "things," such as cars, home appliances, and production lines at factories, to the Internet and exchanges data
- K**
- Kobe Carbon Neutral Port (CNP) Development Plan**
A summary of the current status of greenhouse gas emissions, reduction targets, measures to be taken to achieve the targets, roadmaps, and the like to enable Port of Kobe to realize carbon neutrality
- L**
- Level 2 tsunami**
An earthquake of magnitude 8-9 with its epicenter along the Nankai Trough, which is predicted to occur within 30 years with a probability of 70-80% (as of January 13, 2021). Level 2 tsunamis refer to the largest-class tsunamis associated with the massive Nankai Trough earthquake, which occur less frequently than once in 1,000 years, but can cause devastating damage if they occur.
- Logistics terminal**
Logistics refers to the activity by a company to manage physical distribution processes, from the procurement of raw materials to production, inventory, and sales. A logistics terminal is the place that strategically handles cargoes to streamline and improve the efficiency of logistics.

L

LRT

An abbreviation for light rail transit, a next-generation streetcar system, aiming to be friendly to everyone with excellent features in various aspects, such as low-floor vehicles (LRVs) and barrier-free platforms which enable the elderly, people with strollers and in wheelchairs, or those with a lot of luggage to easily get on and off

M

Major shipping routes

In general, the ocean routes that directly connect North America, Asia, and Europe

N

New port information system CONPAS

A system designed to improve the efficiency of container logistics and productivity by eliminating congestion at the gates of container terminals and shortening the time spent by trailers at the terminals

Next-generation mobility

A new means of transportation that adopts new technologies, such as autonomous driving and compact mobility

O

Onshore power supply

Electric power supply from the land to anchored ships at berth

Osaka Wangan Expressway Western Extension

Osaka Wangan Expressway is a road exclusively for automobiles, connecting the Kobe Awaji-Naruto Expressway Tarumi Junction to Rinku Junction (Kansai International Airport) along the coast of Osaka Bay and creating a wide-area network. The western extension refers to a section with a total length of 14.5 km from the Rokko Island North Ramp (Higashinada Ward) to Komae Ramp (Nagata Ward).

P

Port City Kobe Grand Design

A long-term future vision (about 20 to 30 years ahead) formulated in March 2011 to depict a desired state of the urban center and waterfront

Port of Kobe Business Continuity Plan (BCP)

A plan that describes both specific measures (response plan) to be taken after the occurrence of a critical event, such as a major earthquake or other natural disaster, to sustain minimum important functions of Port of Kobe even if a damage is caused by such event, as well as the related activities to be carried out during normal times (management plan)

Port-related data linkage platform, Cyber Port

A platform that aims to improve the productivity of port logistics as a whole by streamlining operations through the computerization of port logistics procedures between private businesses, which are currently conducted on paper, by telephone, or by email

Premium ships and luxury ships

Cruise ships are classified into casual, premium, and luxury, depending on factors such as a size of a ship, number of passengers, and number of crew members per passenger. Many of the premium ships are medium-sized or larger ships, equipped with a variety of facilities and providing a relaxing atmosphere. Most luxury ships are small to medium-sized ships, providing the highest-quality service.

R

Roll-on/roll-off (RORO) vessel

A cargo ship that enables self-propelled vehicles or trucks and trailers to go in and out the ship through its gangways installed on the side or stern of the ship

Rubber-tired gantry crane (RTG)

Cargo handling equipment designed to transport containers in container yards

S

Shed

A facility for the handling and temporary storage of unloaded cargo and cargo to be loaded onto a ship, usually located right behind the apron, different from a warehouse that is intended for the storage of cargo

Smart city

A sustainable city or area and a place for prior realization of Society 5.0*, which utilizes new technologies such as ICT, improves management (planning, development, management and operation), solving various problems faced by cities and regions, and continues creating new value

* Society 5.0: A human-centered society that achieves both economic development and the resolution of social issues, through a system that highly integrates cyberspace (virtual space) and physical space (real space)

Supply chain

A series of processes regarding a product, including procurement of raw materials and components, manufacturing, inventory management, delivery, sales, and consumption

Sustainable Development Goals (SDGs)

International goals specified in the 2030 Agenda for Sustainable Development to be achieved by 2030 for a better world, which was adopted at the United Nations Summit in September 2015 as a successor to the Millennium Development Goals (MDGs) formulated in 2001

T

The policy of the strategic international container port

A government policy designed to improve the locational environment for companies, strengthen the international competitiveness of the Japanese economy, and maintain and create employment and income by maintaining and expanding the number of port calls to Japan on major shipping routes. The policy consists of three pillars: Consolidating Cargoes, Generating Cargoes, and strengthening competitiveness. Under the policy, in August 2010, Port of Kobe was selected as one of the strategic international container ports, collectively called Hanshin Port, along with Osaka Port.

Tractor head

A work vehicle (towing vehicle) equipped with an engine to pull a trailer, on which a container is loaded, when a container is transported on roads

Transshipment

A transshipment is when cargo or a container is moved from one vessel to another while in transit to its final destination, instead of being transported on the single vessel. The cargo transported through transshipment is called transshipment cargo or feeder cargo.

W

White Logistics

Logistics operations to achieve a more comfortable work environment ("whiter" work environment) by improving the productivity of truck transportation and the efficiency of logistics