

# YPC HISTORY

## SINCE 1967

### Yokohama Port Corporation

横浜港埠頭株式会社の  
あゆみ

Issue



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ver.2022.9





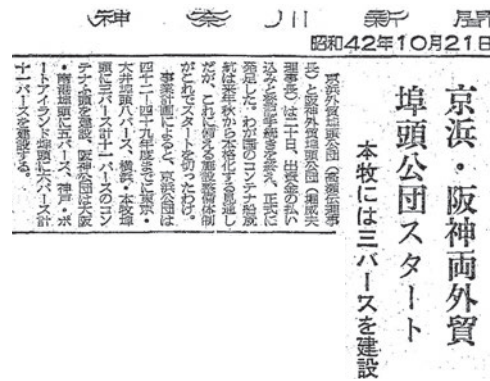
## The Dawn of Container Logistics (1967~1974)

~ Establishment of Keihin Port Development Authority ~

In the 1960s, international cargo transport using containers began to spread worldwide, and container terminals were constructed one after another at major ports in Japan. In the Tokyo metropolitan area, the Keihin Port Development Authority, the predecessor of our company, took on this role.

### 1967

Keihin Port Development Authority was established



October 21, 1967, Kanagawa Shimbun

### 1969

- Honmoku A-8 Container Terminal started operation
- Honmoku A-7 Container Terminal started operation



Honmoku Pier A after opening for service



Honmoku Pier under reclamation

### 1974

Honmoku A-5 Container Terminal started operation



Container ship BEISHU MARU loading and unloading / Photo by Kanagawa Shimbun



Honmoku Pier A in full service

### 1968

The first full container ship (SAN JUAN) arrived at Honmoku Pier D



Courtesy of Yokohama Port Museum

### 1970

Honmoku A-6 Container Terminal started operation



Quay crane at Honmoku Pier



Honmoku Pier: Ships Stopped Due to Seafarers' Strike / Courtesy of Yokohama Port Museum



Courtesy of Yokohama Port Museum

## Opening of Daikoku Pier (1975~1981)

~ Keihin Port Development Authority proceeding with pier development ~

In response to the increase in foreign trade and containerization, the Honmoku Pier was followed by the Daikoku Pier, which was constructed as a landfill. Daikoku Pier was the first full-scale island-type pier at the Port of Yokohama, and the Keihin Port Development Authority constructed a series of liner berths and container terminals.

### 1977

Daikoku L-1 to L-4 Liner Berths started operation



Ship loading and unloading operation at Daikoku L-4 Liner Berth

### 1979

- Daikoku L-8 Liner Berth started operation
- Daikoku C-1 Container Terminal started operation



View of Honmoku Pier from Daikoku Pier



Daikoku Pier in the early stages of reclamation / Courtesy of Yokohama Port Museum

### 1978

Daikoku L-5 to L-7 Liner Berths started operation



Cargo ship berthed at Daikoku L-5 / Courtesy of Yokohama Port Museum (photo by Mr. Toshimichi Horiuchi)

### 1981

- Yokohama Port Development Public Corporation was established
- Daikoku C-2 Container Terminal started operation



Vessels loading and unloading at berths C-1 to L-4 in Daikoku Pier



In the 1980s, the Keihin Port Development Authority was dissolved, and the Yokohama Port Development Public Corporation was newly established. To accommodate the increasing volume of containerized cargo, the corporation actively developed container terminals that met the needs of the times, and in 2001, the High Standard Container Terminals (MC-1 and MC-2 Terminals) started operation at the Minami-Honmoku Pier.

## 1982

-Keihin Port Development Authority dissolved  
-Yokohama Port Development Public Corporation took over business in Yokohama Port



Yasuichi Iizumi, first chairman of the board of directors

## 1986

Honmoku D-5 Container Terminal started operation



Honmoku Pier D under construction / Courtesy of Yokohama Port Museum

## 1990

Environment conservation fund activities launched



Release of young fish

## 1984

Honmoku D-4 Container Terminal started operation



Container ship berthed at Honmoku Pier D / Courtesy of Yokohama Port Museum

## 1989

Yokohama Bay Bridge opened to traffic



Yokohama Bay Bridge opening ceremony / photo by Kanagawa Shimbun

## 1991

Construction-generated soil utilization business started



## 1992

Daikoku C-3 Container Terminal started operation



## 1996

Yokohama Port International Cargo Center (Y-CC) opened in service



Courtesy of Y-CC

## 2002

Daikoku C-1 Container Terminal converted to Automobile terminal

## 2005

Honmoku BC Container Terminal fully opened for service



## 1994

Daikoku C-4 Container Terminal started operation



## 2001

Minami-Honmoku MC-1 and 2 Container Terminals started operation



## 2003

Daikoku C-2 Container Terminal converted to Automobile terminal



## 2007

Started of management of public container terminal at the Port of Yokohama (designated administrator)



Courtesy of Port and Harbor Bureau, City of Yokohama



# 4 The Port of Yokohama in a New Era (2010 - Present)

～From Public Corporation to YPC～

Aiming to strengthen the international competitiveness of Yokohama Port under the government's International Container Strategic Port Policy, the Public Corporation made a new start as Yokohama Port Corporation (YPC). Currently, Yokohama Kawasaki International Port Corporation (YKIP), a port management company established through a corporate split-off from YPC, is responsible for the management of container terminals at Port of Yokohama and Port of Kawasaki, and we manage automobile terminals and liner berths, and more. In addition, we have started a logistics park business at Honmoku Pier as a new business.

## 2010

Keihin Port (Port of Yokohama, Port of Tokyo, and Port of Kawasaki) was designated as an International Container Strategic Port



## 2012

-Yokohama Port Development Public Corporation dissolved  
-YPC took over the business of the Yokohama Port Development Public Corporation  
-YPC received designation as the special port management company of the port of Yokohama in December



### The Strategic International Container Port Policy

The government's policy aims to create internationally competitive hub ports in Japan by focusing investment on specific ports based on the concept of "selection and concentration" to improve the international competitiveness of ports. In August 2010, Keihin Port (Port of Yokohama, Port of Tokyo, and Port of Kawasaki) and Hanshin Port were selected as International Container Strategic Ports. The government has designated "port management companies" to operate the International Container Strategic Ports in order to realize efficient port operations from the private sector's perspective.

## 2011

-Management of public piers at the Port of Yokohama started (designated administrator)  
-Yokohama Port Corporation (YPC) was established



Courtesy of Port and Harbor Bureau, City of Yokohama

## 2014

Honmoku D-4 Container Terminal fully opened for service (Renewal due to redevelopment)



## 2015

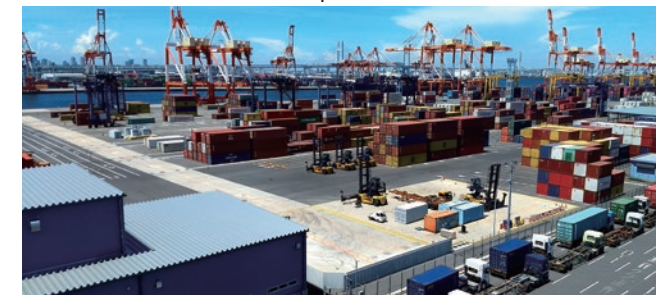
Minami-Honmoku MC-3 Container Terminal started operation



MC-3 opening ceremony / Courtesy of Port of Yokohama Promotion Association

## 2019

Honmoku D-1 Container Terminal started operation (Renewal due to redevelopment)



## 2021

-Minami-Honmoku MC-4 Container Terminal started operation  
-High-performance logistics warehouse started operation in Logistics Park at Honmoku Pier A



YPC became the largest shareholder of the Yokohama Port International Cargo Center (Y-CC) through the acquisition of shares of Y-CC



Courtesy of Port and Harbor Bureau, City of Yokohama

### Toward the Future

Although our core business has been terminal management and operation, in recent years we have been working to enhance and strengthen our logistics business, including the Logistics Park business at Honmoku Pier A and strengthening our relationship with Yokohama Port International Cargo Center Co., Ltd. (Y-CC). We have positioned this as one of the new pillars of our business and intend to work actively toward the mid- to long-term development of the Port of Yokohama and our company.

## 2016

-Yokohama Kawasaki International Port Corporation (YKIP) was established and designated as a specified port operator  
-YPC was spun up, and the management of the container terminal was transferred to YKIP



Courtesy of Port and Harbor Bureau, City of Yokohama

## 2020

Daikoku C-3 Container Terminal converted to Automobile terminal



## 2022

Daikoku C-4 Container Terminal converted to Automobile terminal



Courtesy of Kawasaki Kisen Kaisha, Ltd.



~History~

Our Events

Events at the Port of Yokohama

1951		Yokohama City became the port administrator of the Port of Yokohama.
1963		Honmoku Pier landfill project started. Yamashita Pier landfill project was completed.
1967	Keihin Port Development Authority was established.	
1968		The first full container ship arrived at Honmoku Pier.
1969	Honmoku A-8 Container Terminal started operation. Honmoku A-7 Container Terminal started operation.	
1970	Honmoku A-6 Container Terminal started operation.	Honmoku Pier landfill was completed.
1971		Daikoku Pier and Kanazawa landfill project started.
1974	Honmoku A-5 Container Terminal started operation.	Kanazawa Lumber Pier was completed.
1977	Daikoku L-1,2,3 Liner Berths started operation. Daikoku L-4 Liner Berth started operation.	Kanazawa landfill was completed.
1978	Daikoku L-6 to L-7 Liner Berths started operation. Daikoku L-5 Liner Berth started operation.	
1979	Daikoku L-8 Liner Berth started operation. Daikoku C-1 Container Terminal started operation.	
1980		Construction of Yokohama Bay Bridge started.
1981	Yokohama Port Development Public Corporation was established. Daikoku C-2 Container Terminal started operation.	
1982	Keihin Port Development Authority dissolved and Yokohama Port Development Public Corporation took over business in Yokohama Port.	
1984	Honmoku D-4 Container Terminal started operation.	The first phase of the Daikoku Pier landfill was completed.
1986	Honmoku D-5 Container Terminal started operation.	Yokohama Port Symbol Tower was completed.
1989		Yokohama Bay Bridge opened to traffic.
1990	Environment conservation fund activities project launched.	Construction of the Minami-Honmoku Pier landfill started. The second phase of the Daikoku Pier landfill was completed.
1991	Construction-generated soil utilization business operation started.	
1992	Daikoku C-3 Container Terminal started operation.	
1994	Daikoku C-4 Container Terminal started operation.	
1996		Yokohama Port International Cargo Center (Y-CC) opened.
2001	Minami-Honmoku MC-1 and 2 Container Terminals started operation.	
2002	Daikoku C-1 Container Terminal converted to Automobile terminal.	
2003	Daikoku C-2 Container Terminal converted to Automobile terminal.	

2004		Keihin Port (Port of Yokohama and Port of Tokyo) was designated as a Super Hub Port.
2005		Keihin Port (Port of Yokohama and Port of Tokyo) was designated as a Specified Important Port. Yokohama Port Mega Terminal Co., Ltd. was approved as an operator of specified international container terminals. Honmoku BC Container Terminal fully opened for service.
2007	Started of management of public container terminal at the Port of Yokohama (designated administrator).	
2008		Signed a basic agreement on strengthening wide-area cooperation among the ports of Yokohama, Tokyo and Kawasaki.
2009	Started port entry fee collection services (outsourced) for the three Keihin ports (Port of Yokohama, Tokyo, and Kawasaki).	150th anniversary of the opening of the Port of Yokohama.
2010		Keihin Port (Port of Yokohama, Tokyo, and Kawasaki) was certified as an International Container Strategic Port.
2011	Management of public piers at the Port of Yokohama started (designated administrator). Yokohama Port Corporation (YPC) was established.	Honmoku D-1 berth restarted operation (renewal).
2012	Designated as a company under the Act on the Management and Operation of Specified Foreign Trade Terminals. Yokohama Port Corporation took over operations at the Port of Yokohama and was designated as a special port management company.	
2014	Honmoku D-4 Container Terminal fully opened for service (Renewal).	
2015	Minami-Honmoku MC-3 Container Terminal Started operation.	
2016	Yokohama Kawasaki International Port Corporation (YKIP) was established and disignated as aspecified port operation. YPC was spun up, and the management of the container terminal was transferred to YKIP.	
2019		Honmoku D-1 Container Terminal started operation (renewal).
2020	Daikoku C-3 Container Terminal converted to Automobile terminal.	Construction of the first phase of the new Honmoku Pier started.
2021	High-performance logistics warehouse started operation in Logistics Park at Honmoku Pier A. YPC became the largest shareholder of the Yokohama Port International Cargo Center (Y-CC) through the acquisition of shares of Y-CC.	Minami-Honmoku MC-4 Container Terminal started operation.
2022	Daikoku C-4 Container Terminal converted to Automobile terminal.	

~Yokohama Port MAP~

