

Analysis of impact of the cooperation policy between ports on container ship callings

SEMA Motohiro, Researcher
Port Planning Division, Port and Harbor Department

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1. Introduction

In December 2007, the ports of Osaka Bay, which had been divided into three ports, were integrated as the Hanshin Port, and for foreign trading ships that call at two or more of these ports, the tonnage dues charged for each port call were reduced to an amount for one port call. And prior to the unification of the ports, a policy of halving the port dues for container ships calling successively at 2 or more ports in the bay was introduced in April of the same year. And in April 2009, Keihin Port also reduced the port dues for container ships calling successively at 2 or more ports within the bay to the dues for one port call.

This research calculated and analyzed the percentage of ships calling successively at multiple ports in a single bay in order to clarify the effectiveness of the cooperation policy between ports.

2. Calculation of the percentage of ships calling successively at multiple ports

This analysis used Lloyd's data for port calls around the world throughout the year to calculate the percentage of ships which called successively at multiple ports from among all ships visiting the bays studied. Figure 1 shows changes of the percentage of ships calling successively at multiple ports from 2003 to 2009. The objects of the analysis were Osaka Bay and Tokyo Bay, where the cooperation policy had been implemented, and for comparison purposes, Ise Bay and Northern Kyushu. Three of the bays with the exemption of Ise Bay had tended to grow to 2006. Between 2006 and 2008, there was no increase in Tokyo Bay and Northern Kyushu, but Osaka Bay, where the cooperation policy between ports had been adopted, increased, and passing Tokyo Bay in 2008 to take first place.

To clarify the effectiveness of cooperation between ports in greater detail for Osaka Bay and Tokyo Bay, the percentages of ships calling successively at multiple ports before and after the policy was introduced, are shown in Table 1 by type of route. The three route categories were all routes, routes in East Asia (EA), and near-sea routes (calling only at ports in Japan, Korea, and Northern China (from Zhejiang

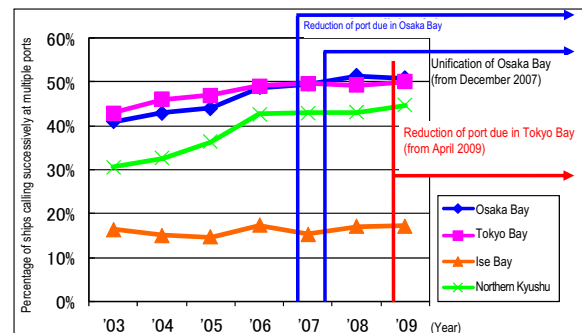


Figure 1. Changes of Percentage of Ships Calling Successively at Multiple Ports

Table 1. Percentage of Ships Calling Successively at Multiple Ports Before and after Wide Area Cooperation Policy

		No policy at Osaka Bay 06.04~07.03	Reduction of port due in Osaka Bay 07.04~07.11	Unification of Osaka Bay 07.12~09.03	Reduction of port due in Tokyo Bay 09.04~09.12
All routes	Osaka Bay	49.3%	49.4%	51.5%	50.7%
	Tokyo Bay	49.3%	49.7%	49.2%	50.5%
EA area	Osaka Bay	71.4%	71.2%	73.3%	69.5%
	Tokyo Bay	82.8%	83.7%	83.9%	83.2%
Near-sea routes	Osaka Bay	78.9%	81.8%	83.7%	72.0%
	Tokyo Bay	73.0%	78.2%	77.6%	78.0%

Province north)). In Osaka Bay, only ships on the near-sea routes increased after the reduction of port dues, but after the unification, ships on all routes increased, then in 2009, the percentages on all routes began to decline. It is assumed that this was caused by the world economic slump in the last half of 2008, but in Tokyo Bay, the percentage of ships calling successively at multiple ports was maintained after the reduction of port dues.

3. Closing Remark

In the future, we want to continue the analysis to calculate the results of the reduction of port costs by the cooperation policy between ports.

[Source]

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