

ECONOMIC RIPPLE EFFECT PER CONTAINER SHIP CALL

There are 14 public container berths in the Port of Yokohama where various sizes of container ships can load and unload cargo. When a container vessel calls at the port, demand for port-related businesses, such as tugboat towing, port charges and dues, container handling, inland transport by trailers and railways occurs, generating a variety of effects on the local economy.



Container Ship (capacity up to 13,900 TEUs)

| Estimated Ship Size | 150,000GT | 100,000GT | 70,000GT | 10,000GT |
|------------------------|-----------------|-----------------|-----------------|----------------|
| Loading Capacity | 13,900TEUs | 9,400TEUs | 5,800TEUs | 1,100TEUs |
| Economic Ripple Effect | 342 million yen | 220 million yen | 151 million yen | 67 million yen |

GT: Gross Tonnage
TEU: Twenty-foot Equivalent Unit

ECONOMIC RIPPLE EFFECT PER RORO SHIP CALL

Finished vehicles are one of the Port's major export items, and Daikoku Pier is the largest vehicle export hub in eastern Japan. The Port of Yokohama has improved the RORO berths and renovated the container terminals at Daikoku Pier to function as vehicle terminals. These changes will allow 11 PCCs to dock simultaneously and achieve the maximum capacity for vehicle handling in Japan. When a RORO ship calls at the port, demand for port-related businesses, such as tugboat towing, cargo handling, and inland transport occurs, generating a variety of effects on the local economy.



RORO Ship (capacity up to 6,500 cars)
Copyright NYK Line

| Assumed Size of the Ship | 60,000GT | 50,000GT | 40,000GT |
|--------------------------|-----------------|----------------|----------------|
| Cargo | 6,500vehicles | 5,000vehicles | 4,000vehicles |
| Economic Ripple Effect | 104 million yen | 85 million yen | 66 million yen |

PCC: Pure Car Carrier

ECONOMIC RIPPLE EFFECT PER CRUISE SHIP CALL

The Port of Yokohama has dedicated efforts to accommodate various kinds of ships from small expedition vessels to large cruise ships, and now has capacity to handle up to seven cruise ships simultaneously. In 2019, Yokohama recorded 188 cruise ships calls, the highest number of calls in a single year for the Port. It is also the highest number of turnaround calls in Japan, and the fourth in Asia. Yokohama is now one of the largest cruise hub ports in East Asia. Every time a cruise ship arrives, it brings various effects on the local economy such as arrival and departure related expenses, demand for ship supplies including fuel, water, groceries and amenities (soaps, shampoos, etc.), and passenger spending on souvenirs and tourism.



Cruise ship Asuka II (capacity up to 872 passengers)
Winning piece from The Port of Yokohama Cruise Ship Photo Contest 2021

| Cruise Plan (Example) | World Cruises | Domestic Cruises | Asia Cruises |
|------------------------|-----------------|------------------|-----------------|
| Size of the Ship | 50,000GT | 50,000GT | 110,000GT |
| Economic Ripple Effect | 325 million yen | 85 million yen | 175 million yen |

Estimates from the economic effect of port of YOKOHAMA (2017)

PORT OF YOKOHAMA

ECONOMIC RIPPLE EFFECT OF THE PORT OF YOKOHAMA



Port of Yokohama

Port-related industries, etc. that facilitate logistics

Manufacturing using port functions

Tourism/leisure industries making use of the port's image

DIRECT EFFECT

Production activities by a group of industries related to the port

INDIRECT EFFECT

Emergence of new demands in the city such as those for the raw materials needed for manufacturing, consumption of income, and corporate capital investment

ECONOMIC RIPPLE EFFECT OF THE PORT OF YOKOHAMA

The port sector in Yokohama creates various logistics jobs. By facilitating the procurement of raw materials and the export of products, the port of Yokohama attracts manufacturing business. Furthermore, by attracting hotels, commercial facilities, and restaurants that utilize the port's image, the port also attracts tourists and invigorates the local economy.

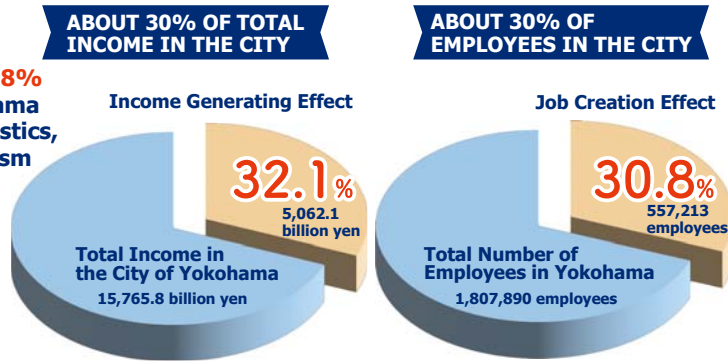
As manufacturing activity related to imports and exports and the demand for raw materials for products and services grows, the people who come to work in the area spend their income, further stimulating the local economy and encouraging new investment.

This cycle of economic activity creates new products and services in the various manufacturing fields as well as jobs in a variety of industries, including those not directly related to the port, bringing widespread economic growth for the entire city. The City of Yokohama Port and Harbor Bureau has estimated the impact on income and employment in the Yokohama Input-Output Table*, Yokohama Port statistics, interviews and other studies in order to quantitatively verify this economic effect.

*The Yokohama Input-Output Table is a graphic representation of the exchange of goods and services which occur during manufacturing activities in each sector in the designated area during a year. It describes the composition of entities selling products and purchasing raw materials for manufacturing in each industry sector. The City of Yokohama updates the data once every five years.

ECONOMIC RIPPLE EFFECT OF THE PORT OF YOKOHAMA

32.1% of income and 30.8% of employment in Yokohama are generated by the logistics, manufacturing, and tourism industries of the Port of Yokohama.



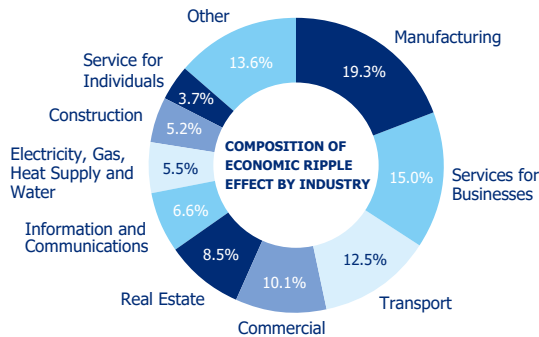
ECONOMIC RIPPLE EFFECT OF THE PORT OF YOKOHAMA

| | Direct Effect | | | Direct Effect Total | Indirect Effect | Economic Ripple Effect (Direct and Indirect Effect) |
|---|--------------------|------------------------|--------------------------------|---------------------|-----------------|---|
| | Logistics Function | Manufacturing Function | Tourism and Cultural Functions | | | |
| Income Generating Effect (million yen) | 746,129 | 1,688,949 | 1,166,505 | 3,601,583 | 1,460,475 | 5,062,058 |
| Job Creation Effect (employees) | 76,196 | 171,044 | 152,268 | 399,508 | 157,705 | 557,213 |

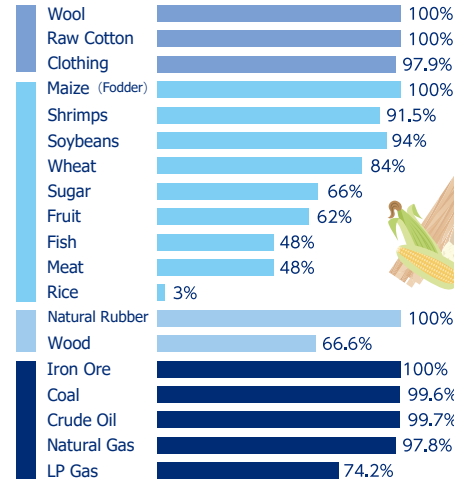
Direct Effect: The scale of activities by local companies which carry out business activities using logistics, manufacturing, and tourism/cultural functions. **Indirect Effect:** The scale of the impact on local industries caused by purchasing goods and services from other local companies or diverting wages and salaries paid to employees to consumption in the course of production. **Income Generating Effect:** The economic effect expressed as gross value added (production minus the input of goods and services). **Job Creation Effect:** The economic effect expressed as the number of employees (employed person at work) required for production activities. **Logistics Functions:** Industries which conduct port services such as shipping, stevedoring and storage and industries related to trade such as trading companies, banks and insurance companies. **Production Functions:** Industries including manufacturers of products exported from the port (food products, petroleum/coal products, steel, transport equipment, etc.) and industries that carry out business activities by using products imported at the port. **Tourism and Cultural Functions:** Tourism and recreation-related industries such as travel agents, hotels, leisure facilities, restaurants, and retailers that utilize the port's scenery and image.

COMPOSITION OF ECONOMIC RIPPLE EFFECT BY INDUSTRY

Looking at income generating effect (direct effect + indirect effect) by sector, manufacturing accounts for 19.3%, followed by services for businesses with 15.0%, transportation with 12.5%, and commercial with 10.1%. These figures suggest that the economic ripple effect of the Port of Yokohama not only extends to the port-related industries, but also to various industrial sectors citywide.

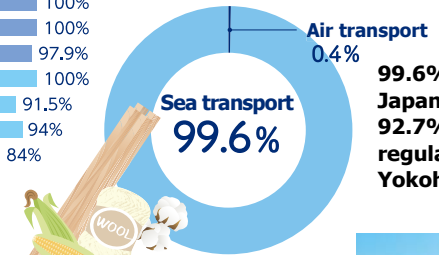


PERCENTAGE OF IMPORTS IN FOOD, CLOTHING AND HOUSING



Source: SHIPPING NOW 2021-2022 (The Japanese Shipowners' Association)

PERCENTAGE OF SEA TRANSPORT IN TRADE (based on freight tonnage)



99.6% of the trade volume in Japan is transported by sea. 92.7% of the cargo from the regular routes of the Port of Yokohama is containerized.

(Yokohama Port Statistics 2020)

Source: Port Figures 2021 (The Ports and Harbour Association of Japan)



Name: ENERGY NAVIGATOR
Source: Tokyo LNG Tanker Co., Ltd.



Container Ship MSC ISABELLA

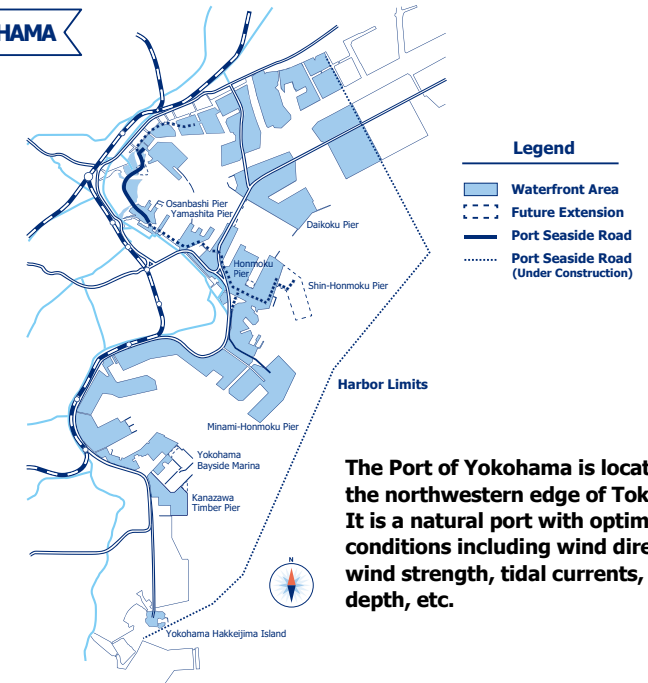
PROFILE OF THE PORT OF YOKOHAMA

Area (as of April 2022)

Port Area (Water Area) 7,219.3ha
Waterfront Area 2,936.8ha

Figures (Provisional numbers for 2021)

- Incoming Vessels** 30,024 vessels
- Oceangoing Vessels** ... 8,556 vessels
- Coastal Trading Vessels** 21,468 vessels
- Total Transaction Volume** 104,800 thousand tons
- Import/Export** 73,985 thousand tons
- Domestic** 30,815 thousand tons
- Container Cargo Throughput** 2.86 million TEUs
- Total Trade Amount** 12,179.4 billion yen
- Exports** 7,225.0 billion yen
- Imports** 4,954.4 billion yen



The Port of Yokohama is located on the northwestern edge of Tokyo Bay. It is a natural port with optimal conditions including wind direction, wind strength, tidal currents, water depth, etc.