未来の子供達に緑の地球ときれいな空気を!! 今、私達にできることからはじめよう!!

をテーマとして横浜はしけ運送事業協同組合及び組合各企業は日々考え活動しています。

組合概要





■耒梩

港湾運送事業

■設立

昭和61年5月23日

■出資金

10,000万円

■代表者

理 事 長 飯泉牧太郎

■役員

専務理事 網代勝夫

理 事 小島英明 村木重和 高山天宅 前田健一 野山政彦 パ 櫻井美沙子 江口守三 串田素宏 石渡順一 石井洋太

監 事 萩原孝廣 高橋三夫

■組合員

石井海運株式会社 栄福船舶株式会社 永和海運株式会社 関東曳船株式会社 協栄運輸株式会社 京浜海上株式会社 港進海運株式会社 大洋海運株式会社 東照海運株式会社 東清海運株式会社 東横商船株式会社 徳松運輸株式会社 二光商運株式会社 株式会社浜吉回漕店 J・ロジテック株式会社 株式会社松喜回漕店 株式会社丸新 丸辰海運株式会社 株式会社丸八回漕店 有限会社港曳船店 明港運輸株式会社 八洲海運株式会社 横浜港開発事業株式会社

お問い合わせ

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URL:http://www.yokohama-hasike.com グリーン物流パートナーシップ会議会員



Japan's one of the best next-generation container marine transportation system introduced!! Safety, stability and speedy operation now realized!!





Major characteristic

Automated wheelhouse

Forward monitoring is easy from a wheelhouse located 11 meters above a draft line even whem containers are stacked in three tiers, and enhances the safety of navigation with near-infrared cameras provided on both sides of the bow of the container barge. Navigation devices of various kinds are all unified by remote control for comprehensive safety. This has realized a next-generation container marine transportation system.

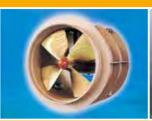


Near-infrared forward monitoring cameras and sideway monitoring cameras

A near-infrared forward monitoring camera is provided on both sides of the bow of lhe container barge, and a sideway monitoring camera is provided on both sides of the stern of the container barge. Monitors are viewed by remote control in the wheelhouse of the pusher boat, and they ensure safe night navigation.

Side thruster

It used to be difficult to handle the bow of a long barge when leaving shore or docking at a pier. A side thruster solves this problem by generating propulsion on both sides of the bow, and facilitating operation. The side thruster is effective in accelerating speed when leaving shore or docking at a pier, and handling changing marine conditions like wind, wave and tide. The side thruster helps make cargo handling faster and safer.









Coupler

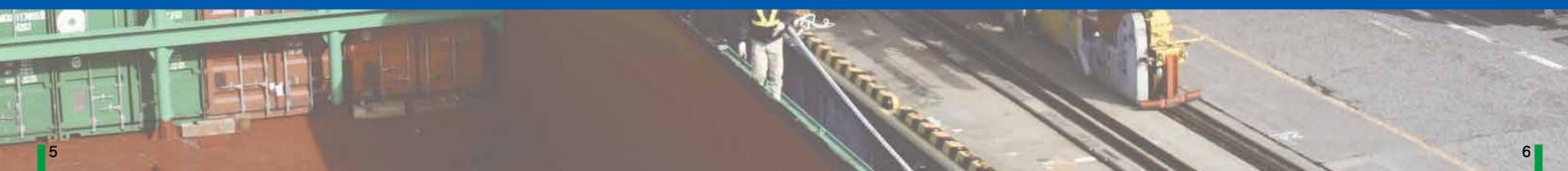
Wires and ropes were used to connect a pusher boat and a container barge for conventional barge transportation. Because a coupler (a device to connect automatically a pusher boat and a container barge) was adopted for this system, a pusher boat and a container barge can be automatically connected (untified) for enhanced safety.

The main characteristic of the coupler is its easy remote operation. A sea captain in the wheelhouse can connect and separate the pusher boat and the container barge easily with a single finger without adjusting barge draft of all kinds. Furthermore, the coupler is superior in seaworthiness and withstands abrupt changes in wave neights



2000-horsepower engine loaded

A pusher boat loaded with two 1000-horsepower engines of high performance and high output ensures the maximum speed of 10 knots, and the average speed of eight knots when loaded and reduces transportation time by half compared with a conventional means of transportation.













Container barge and pusher boat

Fifty-six loaded 40-foot containers(FEUs) can be stowed in holds in the container barge. A system of loading three-tier stack of eighty-four 40-foot containers(FEUs) in a container barge combined with a 40-toot containers(FEUs) in a container barge combined with a pusher boat was adopted for the first time in the country. The system provides safety, stability and speedy operation when the pusher boat operates and the ship leaves shore or docks. Easy ship handling solves problems caused by conventional barge transportation. With the container barge and the pusher boat, cargo handling between several terminals can be done on the same day.







横浜はしけ運送事業協同組合

Future vision

We will pursue higher operational efficiency and lower costs with the support and cooperation of the national governant, the port management body, overseas and domestic shipping companies, and port transport companies.



Strong containers 84 trucks)

Advantage of the container barge

Mass transportation by the container barge that can freely travel at Tokyo Bay offers an innovative solution to the physical distribution system of the Tokyo metropolitan area, which faces road traffic congestion and air pollution.

The container barge that connects Yokohama and Tokyo/Chiba directly as a means of container transportation has the capacity of transporting rapidly an enormous amount of containers equal to 80 or more trucks of loads. Furthermore, the container barge offers safe and fast marine transportation, it is a flexible next-generation physical distribution system particularly designed for the Tokyo Bay area.

Speedy

Yokohama

Yokohama Port



Chiba

hours

Eighty-four containers transported in two hours

Revolution in physical distribution between Yokohama and Tokyo/Chiba.

Global-friendly Green Physical Distribution

A test run conducted between Yokohama Port and Tokyo Port in the spring of 2005 confirmed that CO2 emissions were reduced by about 16.4 tons(about 80%) for three days compared with land

Container marine transportation by the container barge in the Keihin area was selected a model project in 2005 by the Green Physical Distribution Partnership Conference established by the parties concerned to reduce CO₂ emissions.

(Between Yokohama and Tokyo/Chiba)

Clean

(CO₂ emissions reduced by 80%)