

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始めよう!!

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

■商号



横浜はしけ運送事業協同組合

■業種

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

// 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	

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グリーン物流パートナーシップ会議会員

新コンテナバージが物流を変える
環境保全型物流時代の幕開け
次世代に安心して豊かな環境を

Surprise of Innovation

横浜はしけ運送事業協同組合

Japan's one of the best next-generation container marine transportation system introduced!!

Safety, stability and speedy operation now realized!!

Since Tokyo Bay was designated as a Super Hub Port, the Tokyo Bay area receives more demand for container marine transportation. Because of the historical background and the need to respond to the demand, a next-generation container marine transportation system was established. Apart from the concept of conventional barge transportation, the system brings about excellent cost performance because of its capacity for safe, stable and speedy

mass transportation. The system contributes to the alleviation of air pollution without relying on land transportation excessively. In addition, the system conserves energy consumption, and secures marine routes in the event of emergency or disaster because of its advantage of using a barge.

The system was identified as a model project in the Green Physical Distribution Partnership Conference under the Ministry of Land, Infrastructure, Transport and Tourism in October 2005, and a subsidy was granted.



Newly-constructed Green Ship put into service will change physical distribution at Tokyo Bay.

Principal particulars of a pusher boat
Name of ship: Green Dash
Total tonnage: 49.0 tons
Total length: 20.3 meters
Length between perpendiculars: 18.5 meters
Width: 7.0 meters
Depth: 2.5 meters
Draft: 2.0 meters
Main engine: 1,000 horsepower x 2
Pushing speed: 8.0 knots



Tokyo

Yokohama

Chiba



Principal particulars of the container barge
Name of ship: CFT-No.1
Total length: 65.0 meters
Length between perpendiculars: 60.0 meters
Width: 20.0 meters
Depth: 4.0 meters
Draft: 2.5 meters
Container load capacity: 84 containers (three-tier stack of 40-foot long containers)



Major characteristic

Automated wheelhouse

Forward monitoring is easy from a wheelhouse located 11 meters above a draft line even when 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 sideways monitoring cameras

A near-infrared forward monitoring camera is provided on both sides of the bow of the container barge, and a sideways 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 (united) 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 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.



Future vision

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



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Strong
containers



Tokyo

Chiba

Yokohama



2

Speedy
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 transportation.

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.

80%

Clean



(CO₂ emissions reduced by 80%)