

# 1 名古屋港の歴史 History of the Port of Nagoya

## 先見性と努力で綴られたこれまでの歴史

History to date, built on the foresight and endeavors of our predecessors

**1896 (明治29年)** 熱田湾築港、第一期工事着工  
水害や日露戦争、強力な工事反対論で工事は難航  
First phase construction of the Port of Atsuta started, but faced difficulties in the form of floods, the Russo-Japanese War, and strong opposition.

**1906 (明治39年)** 巡航博覧会船「ろせった丸」入港  
The *Rosetta Maru*, an exposition ship, called at the Port.

**1907 (明治40年)** 熱田港を名古屋港に改称  
11月10日開港  
The Port of Atsuta was renamed the Port of Nagoya, and officially opened on November 10.

**1910 (明治43年)** 太平洋戦争勃発  
壊滅的打撃を受ける  
The Port was heavily damaged during the Pacific War.

**1941~45 (昭和16年~20年)** 熱田港を名古屋港に改称  
11月10日開港  
The Port of Atsuta was renamed the Port of Nagoya, and officially opened on November 10.

**1951 (昭和26年)** 名古屋港管理組合設立  
まもなく特定重要港湾に指定され、組合は名古屋港の戦後復興に着手  
The Nagoya Port Authority was established. The Port became a "Specially Designated Major Port" and embarked on its postwar reconstruction.

**1959 (昭和34年)** ロサンゼルス港と姉妹港提携  
Sister port agreement signed with the Port of Los Angeles.

**1972 (昭和47年)** 伊勢湾台風襲来、甚大な被害を受ける  
The Port was struck and severely damaged by the Ise Bay Typhoon.

**1982 (昭和57年)** NCBコンテナターミナル供用開始  
NCB Container Terminal started operation.

**1983 (昭和58年)** フリマントル港と姉妹港提携  
Sister port agreement signed with the Port of Fremantle.

**1984 (昭和59年)** 名古屋港ポートビル完成  
Nagoya Port Building was completed.

**1985 (昭和60年)** 名古屋港水族館オープン  
The Port of Nagoya Public Aquarium was opened.

**1988 (昭和63年)** ポルチモア港と姉妹港提携  
名港西大橋完成  
Sister port agreement signed with the Port of Baltimore. Construction of the Meiko West Bridge was completed.

**1989 (平成元年)** 名古屋港船舶通航情報センター完成  
The Nagoya Port Vessel Traffic Information Center was completed.

**1992 (平成4年)** 名古屋港水族館北館オープン  
North Building of the Port of Nagoya Public Aquarium was opened.

**1994 (平成6年)** 開港100周年  
海フェスタなごや～海の祭典2007～記念式典開催  
The Port celebrated its centennial anniversary. A ceremony celebrating the Port of Nagoya's 100th anniversary Marine Festa Nagoya - Marine Festival 2007 - was held.

**1998 (平成10年)** 名港三橋「名港トリトン」開通  
The Meiko Trion Bridges comprising 3 bridges spanning the Port, was opened.

**2001 (平成13年)** 総取扱貨物量全国第一位  
The Port topped other Japanese ports in cargo throughput.

**2002 (平成14年)** シドニー港と姉妹港提携  
Sister port agreement signed with the Port of Sydney.

**2004 (平成16年)** スーパー中枢港湾に指定される  
The Port was designated a Super Hub Port.

**2007 (平成19年)** 新舞子マリナーパーク内に風力発電施設完成  
A wind power station was launched in Shinmaiko Marine Park.

**2008 (平成20年)** 名古屋駅と金城ふ頭を結ぶ旅客鉄道「あおなみ線」開業  
The Aonami Line, the first passenger line connecting Nagoya Station and Kinjo-futo Station, started operation.

**2010 (平成22年)** 飛鳥島頭南側コンテナターミナル第2バース供用開始  
The second berth at Tobishima Pier South Side Container Terminal was put in service.

**2011 (平成23年)** 上海国際港務(集団)股份有限公司とパートナーシップ港提携  
Partnership port agreement signed with Shanghai International Port (Group) Co., Ltd.

**2012 (平成24年)** タイ港湾公社とパートナーシップ港提携  
Partnership port agreement signed with the Port Authority of Thailand.

**2015 (平成27年)** 名古屋四日市国際港湾株式会社設立  
Nagoya-Yokkaichi International Port Corporation was established.

**2016 (平成28年)** HAROPA-ル・アーヴル港とパートナーシップ港提携  
Partnership port agreement signed with HAROPA - Port of Le Havre.

**2017 (平成29年)** 名古屋港埠頭株式会社  
名古屋コンテナ埠頭株式会社 (NCB) を吸収合併  
Nagoya Container Berth Co., Ltd. acquired by Nagoya Port Terminal Corporation.

**2018 (平成30年)** アントワープ・ブルー・ジュ港と姉妹港宣言  
Proclamation of sister port agreement signed with the Port of Antwerp-Bruges.

**2021 (令和3年)** 名古屋港管理組合設立70周年  
The Nagoya Port Authority celebrated its 70th Anniversary.

**2022 (令和4年)** 港湾運営会社制度導入によるコンテナターミナルの運用開始  
Container terminal operation was started under the government-led "Port Operating Company" system.

**「開港前夜」その時……**  
Eve of the Port's opening

明治20年以後、東海道線、関西線、中央線と相次いで背後圏の鉄道が開通したことにより、陶磁器、織物など地場産業が飛躍的に発展。海上輸送を横浜、神戸、四日市に依存していたことから、熱田湾築港の声が高まるものの、莫大な建設費に反対論が高まりました。そうした中、明治29年に第1期工事に着手。国策で整備された横浜、神戸港と違い、第2期工事（～大正9年）まで国の補助もなく、地元官民の決意と努力のもとで歩みだした大事業でした。名古屋港発展の原動力とも言える「官民協力」。その源を名古屋港誕生の時代に見ることが出来ます。

In the 1890s, local industries such as pottery, chinaware and textile manufacturing had developed dramatically due to the opening of railroad trunk lines, including the Tokaido, Kansai and Chuo lines. These local industries depended on the distant ports of Yokohama, Kobe or Yokkaichi to export their products, and so local business circles sought the construction of a closer port on Atsuta Bay. However, these plans met with strong opposition because of the enormous costs of construction. It was under these circumstances that the first phase of construction started in 1896. Unlike Yokohama and Kobe, the construction of the Port of Nagoya was not initially subsidized by the national government. National subsidies did not come until the end of the second phase. The construction was carried out based on the resolution and efforts of local public and private sectors. Cooperation between the public and private sectors has served as the driving force for the growth of the Port of Nagoya. The origin of this cooperation could be seen at the time the Port of Nagoya came into being.

**「港湾管理者誕生」その時……**  
Birth of the Nagoya Port Authority

昭和25年、港湾法が施行。港湾の開発・管理運営等を国から地方公共団体へ移す一大変革がもたらされました。県営であった名古屋港では、愛知県、名古屋市、両議会が一体となって調査研究を行い、最終的には「名古屋港にとって最も意義ある機構で運営し、発展を図るため県と市が協力し合う」との意見で一致、現組織が誕生することになりました。この決断は、その後、4市1村に及ぶ広大な港づくりを可能にしたばかりではなく、当時の地方自治庁が、「新しい道を開く画期的なモデルケース。育成を支援したい」と高く評価。先進性と先見性の際立った出来事でもありました。

The Port and Harbor Law came into effect in 1950. It was a revolution in transferring ports' authoritative bodies from national to local government. At that time the Port of Nagoya's administration duties were carried out by the Aichi prefectural government, Aichi prefecture, Nagoya city and the assemblies of each then conducted a joint study of the port's administrative scheme. They ultimately came to agreement with the view that the port should be managed in the most meaningful way with cooperation between the prefectural and municipal governments. This led to the establishment of the current Nagoya Port Authority. That decision enabled the Port to stretch its jurisdiction across four cities and one village. Furthermore, the Local Autonomy Agency of Japan at that time praised the scheme as a groundbreaking model case that would pave the way for other local governments, and said that they would support the growth of the Port of Nagoya. This incident showed the advanced thinking and foresight of the Port of Nagoya.

**「埋立造成時代」その時……**  
Period of dredging and reclamation

名古屋港の歴史は「浚渫」の歴史。特に昭和30年代以降の南部・西部臨海工業地帯の造成は、高度成長を先導する基礎素材型産業の誘致を実現し、名古屋港はもとより後背地の産業構造を決定づけるものとして重要課題でした。埋立てに先立つ漁業補償は、転業・転職対策を含む多岐にわたるもので、およそ10年の歳月を要して昭和39年秋に解決。以後、南部には製鉄、石油精製、造船等の重工業が、西部には製材等の軽工業が立地し、今の名古屋港の原型が築かれました。多くの関係者の献身的な努力と深い理解。そして、それぞれの人たちが「人生」と向かい合った時代でもありました。

The history of the Port of Nagoya is in essence a history of dredging. Land reclamation at the port's south and west areas starting in the 1950s was an important step for the port to entice the basic material industries that lead to rapid economic growth. That process determined the industrial structure not only of the Port of Nagoya but of its hinterland as well. Fishery compensation prior to reclamation was negotiated over 10 years and finally settled in the autumn of 1964. It included a wide range of measures such as changes of jobs or trades. Afterward, steel mills, oil refineries, shipbuilding yards and other heavy industries located in the south of the Port, while light industries such as lumber mills located in the west areas of the port. Thus, the Port's zoning for land utilization was roughly settled. This required the committed efforts and deep understanding of related parties. It was also a time when individuals had to take a close look at their lives.

**「コンテナ時代幕開け」その時……**  
Advent of the container age

昭和30年代、世界の海上輸送にコンテナ船が就航、物流の一大革新がおきました。本格的なコンテナ輸送時代を前に、国内では、国の施策で京浜、阪神地区に外貿埠頭公団によるコンテナ埠頭整備が進められましたが、その中に中京地区の名前はありませんでした。名古屋港では、応急策として港湾計画を変更。金城ふ頭に外貿重量物岸壁を整備して第1船を受け入れます。その後、港湾管理者と那船社で名古屋コンテナ埠頭株式を設立し、名古屋港の本格的なコンテナ時代がスタートします。この「特許会社」は、国内初の試みでしたが、より能率的・弾力的な運用ができる方式として、高い評価を得ました。時代に取り残されないよう、英知を結集して道を切り開く。100年の歩みの中でも象徴的な出来事でした。

In the mid-50s, container vessels appeared in the world of maritime transportation and revolutionized the field of distribution and logistics. At the advent of full-scale containerization, terminal corporations were established in the Tokyo-Yokohama and Osaka-Kobe regions and container wharves were built with financing from the national government. However, this did not happen in the Chubu region. In response, the Port of Nagoya adopted emergency measures to modify the port plan and develop a wharf for heavy cargo ships. It received its first call by a container ship at Kinjo Pier. The Nagoya Port Authority and Japanese shipping lines then set up a joint venture, the "Nagoya Container Berth Co., Ltd.," marking the start of the full-fledged container age in Nagoya. This was the first attempt in Japan for management of a container terminal by a chartered company, and it was an approach that earned high acclaim for the efficient and flexible operation of terminals. This was a symbolic event in the 100-year history of the Port of Nagoya, which has made every effort to keep pace with the times by concentrating its expertise and creating new ways forward.