

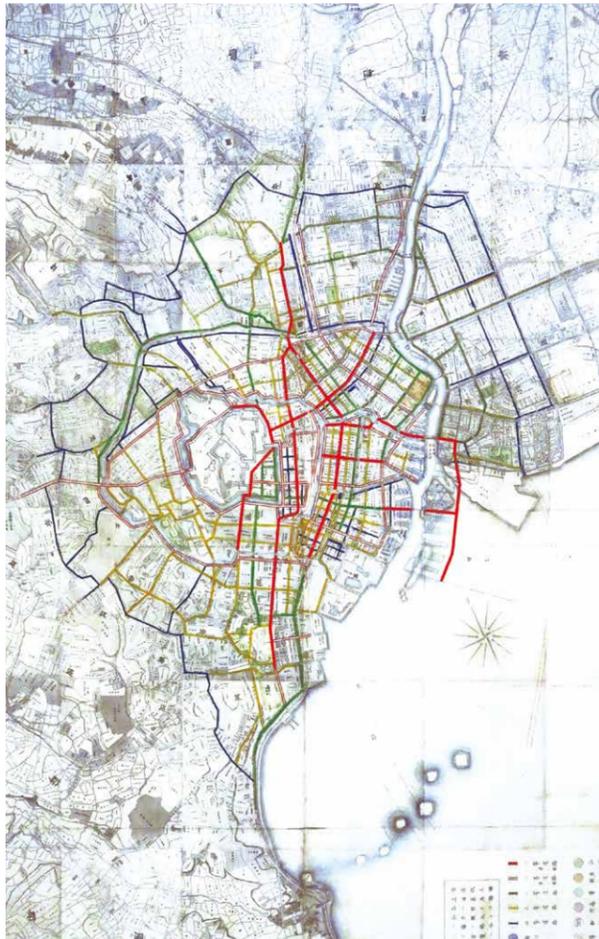
In the city planning studies conducted around the 1880s, plans were also made for Tokyo's coastal area.

At that time, Tokyo did not have a port for commercial trade like the Port of Yokohama. The construction of a port was advocated for the first time in Tokyo Governor Michiyuki Matsuda's *Tokyo chuo shiku kakutei no mondai* (Issue of demarcation of Tokyo's central area) in 1880, but disappeared with Matsuda's death. His successor, Governor Akimasa Yoshikawa, in the *Hinkai chikko no gi ni tsuki joshin* (Report on discussion concerning construction of Hinkai Port), proposed the building of Tokyo Port, but this was scrapped due to issues such as the project budget and opposition from Kanagawa Prefecture where the Port of Yokohama is located. Tokyo City

became a general city in 1898. Upon the request of the first Mayor of Tokyo, Hideo Matsuda, in 1899, engineers Koi Furuichi and Hidesaburo Nakayama prepared the port building plan, which was passed by the Imperial Diet in 1901.

However, with the death of Tokyo City Assembly President Toru Hoshi, who strongly promoted the plan, Tokyo City's plan to build a port faded away.

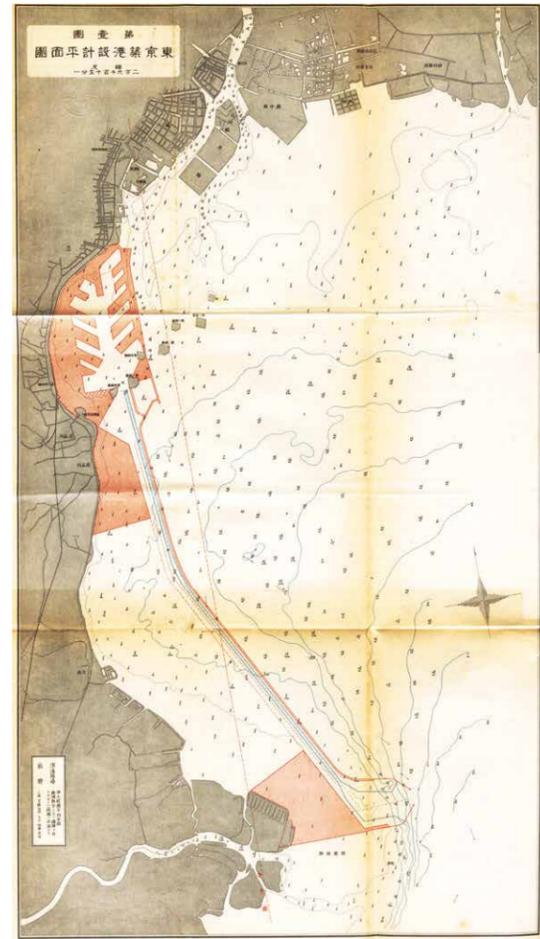
Following this, as it became difficult for vessels to enter the harbor due to buildup of soil carried by the rivers, the first phase of construction to improve the Sumida River estuary was begun by splitting it off from the policy of total development of the Port of Tokyo. This marked the start of construction of the Port of Tokyo.



1885 revision of *Shiku kaisei oyobi hinkai chikko ryakuzu* (Rough map of construction of Hinkai Port in the City Plan)

From the collection of the Tokyo Metropolitan Archives.

Overall map of the Tokyo City Plan prepared by the Tokyo City Planning Council. A large piece of reclaimed land is seen off Tsukudajima, with a dock allowing the approach of large ships.



1899 port construction plan map Drawing of plans for Tokyo Port proposed by Furuichi.

From Tokyo City *Tokyo-shi shiko kowan hen 4* (Tokyo city history: Port and harbor version 4), from the collection of the National Diet Library.

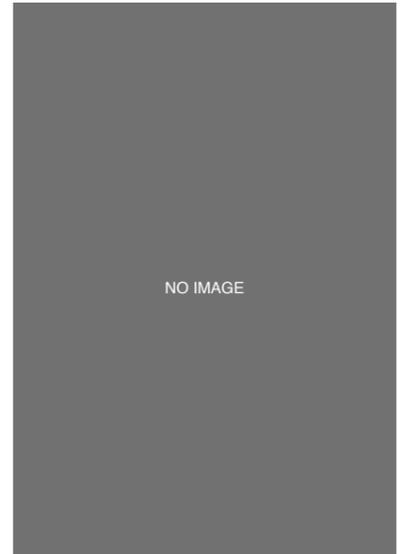
Port construction plan prepared by Koi Furuichi and Hidesaburo Nakayama. Because of the overall shallow depth of Tokyo Bay, dredging was proposed for it to function as a port where ships can anchor.



***Tsukudajima amahara* (Clear skies after rain in Tsukudajima), a colored woodblock print of the Port of Tokyo in the Meiji era (around Tsukudajima)** by Kiyochika Kobayashi. From the special collection of the Tokyo Metropolitan Central Library.

A print released in 1880 as part of the *Tokyo Meishozu* (Prints of famous places in Tokyo).

Tsukudajima is a place where many fishermen from a village called Tsukuda around Osaka in western Japan came in the Edo period, and many fishermen lived there from the Edo period to Meiji era. Many ships plied the waters at the estuary of the Sumida River (Edominato) where Tsukudajima is located.



River transportation in the Meiji era (Nihombashi River)

From the collection of Nagasaki University Library.

In the Meiji era, the steamship appeared and advancements were made in the modernization of transportation modes. In Tokyo, through construction work to improve the Sumida River estuary, it became possible for small steamships to anchor. To support the steamships, small Japanese boats were also used.



History of Tokyo's reclamation work

● In the Meiji era, soil dredged from the bottom of Tokyo Bay and Sumida River to secure depth was used to reclaim the area of Tsukudajima, Tsukushima, Shibaura and Shibakaigan-dori. In the Taisho era, Toyosu was reclaimed using the debris generated by the Great Kanto Earthquake. During the high economic growth period following the end of WWII, Shinagawa Terminal, Tatsumi, Ariake, Daiba, Oi Container Terminal and Aomi Container Terminal were reclaimed. Through the Tokyo Port and Harbor Plan formulated in 1956 and the revised version that followed, port construction was advanced to build a logistics environment. In addition, as sites for waste disposal, the Inner and Outer Central Breakwaters and Haneda-oki (area off of Haneda) were reclaimed. Entering the Heisei era, Haneda-oki became used as Tokyo International Airport (Haneda Airport).



Changes in land reclamation since the Meiji era

Source: Prepared from "Changes in Tokyo Port". Kanto Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism.