



School Children Make Field Tour of Logistics Facilities During Summer Vacation, Visiting Rail Freight Yard, PCC

The Public Relations Committee held its annual summer vacation event on July 25, 2019, taking children on a logistics field trip. Launched in 2007, the field trip was made for the 13th time last year, visiting a railway facility and a vessel, good enough to call itself an event to learn intermodal freight transport. A total of 35 individuals attended it, including parents. They left East Japan Railway Co. (JR-East)'s

Shinagawa station at 9:30 a.m. in a chartered bus for the Kanagawa Rinkai Railway's Yokohama Honmoku station, the first place to visit in the program.

Covering a total area of 70,000 square meters, the Yokohama Honmoku station was constructed for shipments to be transported by rail to and from Honmoku, where there is an international container



At the bridge



Rampway of "Daybreak's Bell"

terminal. In the yard, there were diesel locomotives; top lifters, which are used to hoist containers, and other equipment; and double-stack empty containers, among others. Some children took a close look at an actual steam locomotive for the first time, which might have been similar to Thomas the Tank Engine. They were highly excited when going

operator had temporarily stopped loading and unloading shipments for the field trip, they were allowed to walk on the rampway, which is normally used to handle motor vehicles. When seeing the automobiles that had already been loaded, they were surprised how closely the cars were stack together.

During the field trip, Prince Kaiun allowed them to enter the bridge of the Daybreak's Bell as well. Children gave a stare at an array of instruments and radars, while some had lectures from crewmembers. There was a binocular by the window, which was very popular. They held the binocular in both hands, peering through it as if they had been the master of the vessel.

Children experienced many things for the first time throughout the day. Their eyes were highly impressive when shining with curiosity.



Children and their parents

(CONTINUED FROM PAGE 1)

8th General Assembly Gives Nod

courses for the JIFFA transport terms and conditions in Tokyo, Nagoya and Osaka. Mr. Watanabe announced that it would continue to enhance its education programs in fiscal 2019.

At a question-and-answer session, the chairman and vice-chairmen answered questions asked by reporters. As for the Port of Tokyo's congestion, they said that JIFFA would make utmost efforts in a variety of ways, such as improvements in work efficiency and procedures. As a new attempt to provide education and training, it would consider introducing electronic learning for the convenience of members from distant municipalities who intended to attend JIFFA education programs and workshops.

JIFFA REPORT 2020 Winter

JAPAN INTERNATIONAL FREIGHT FORWARDERS ASSOCIATION INC.

4F, Across Shinkawa Bldg. Annex, 16-14, Shinkawa 1-chome, Chuo-ku, Tokyo 104-0033

Telephone 81 3 3297 0351 Facsimile 81 3 3297 0354

URL <http://www.jiffa.or.jp>

Issued in February 2020

8th General Assembly Gives Nod to Fiscal 2019 Business Plan and Budget Cargo Throughput by JIFFA Members Achieves Another Record in FY2018

JIFFA convened its annual general assembly at a hotel in Tokyo on June 13, 2019, approving fiscal 2018 (April 2018-March 2019) business and financial reports, and a business plan and budget for fiscal 2019. After the general assembly, the association held a meeting of its board of directors. Mr. Junichiro Watanabe, senior managing executive officer of Nissin Corp., assumed the chairmanship, while Mr. Chihiro Sugiyama, executive officer of Nippon Express Co., Ltd., Mr. Hiroshi Nishikawa, managing director of Mitsubishi Logistics Corp., and Mr. Masahiko Okuda, executive managing officer of Sankyu Inc. were elected as vice-chairmen.

Chairman Watanabe and other executives held a press conference on the same day, commenting on the present state of the freight forwarding industry and the activities that JIFFA would carry out in fiscal 2019 under the initiative of its new leadership.

At the beginning of the press meeting, Mr. Watanabe unveiled that the JIFFA

membership was growing. In fiscal 2018, the association welcomed one new member, while in fiscal 2019, a total of three freight forwarders joined it as official members in April and May. On June 1, 2019, as such, the total number of members had reached 521, which consisted of 497 regular and 24 supporting members (14 enterprises and 10 organizations).

"Customers' business operations are developing more and more globally," he said to describe the largest factor behind the growth of the JIFFA membership. "Members are making cooperative efforts," the chairman added as another major factor.

As for the volume of shipments that JIFFA member freight forwarders handled in fiscal 2018, exports from Japan surged 10.1% from the previous fiscal year, while imports to Japan hiked 8.1%. The total of exports and imports, as a consequence, swelled 8.8% to break the previous yearly record, reaching an all-



General assembly

time high of 125.94 million tons. Chairman Watanabe said the volume was constantly increasing.

When describing the activities that JIFFA would carry out in fiscal 2019, the new chairman said, "We will make efforts to achieve higher quality in terms of education and training, overseas logistics research and the promotion of the JIFFA B/L and other transport documents, which are the most important missions for JIFFA." As part of its initiative to promote transport documents, in fiscal 2018, the association held introductory

(CONTINUED ON PAGE 8)



At the press conference after the General Assembly: from left, Kazuyoshi Yamauchi, Senior Executive Director; Chihiro Sugiyama, Vice Chairman; Junichiro Watanabe, Chairman; Masahiko Okuda, Vice Chairman; Koji Nishiyama, Vice Chairman; and Hisanao Kawachi, Executive Director & Secretary-General

FIATA Hosts Its 2019 World Congress in Cape Town Topics Cover Digitalization, Education, Freight Security and More

Hisanao Kawachi, JIFFA Executive Director & Secretary-General

FIATA convened its 2019 World Congress on Oct. 2-5 in Cape Town, South Africa. FIATA members met in Africa for its World Congress for the first time in 15 years the meeting in Johannesburg in 2004. From Africa, representatives of more than 20 countries were participated at the meeting, making it a highly African event. As it was an election year for FIATA executives, Mr. Basil Pietersen, chairman of the South African Association of Freight Forwarders (SAAFF), was elected as the organization's new president.

Discussed below are highlights made by the Multimodal Transport Institute (MTI) and the Region Asia Pacific (RAP), both of which are deeply related to JIFFA.

MTI

Working Group Rail Transport

The Working Group Rail Transport is verifying the acceptance of the FIATA B/L for railway transport between Europe and China. In partnership with the International Union of Rail (UIC), it is offering the U.N. Commission on International Trade Law (UNCITRAL) and the International Chamber of Commerce (ICC) to be able to use the FIATA B/L for letter-of-credit transactions with Chinese government.

Working Group Sea Transport

In the latest development by FIATA, on September 13, 2019 the FMC published a Notice of proposed rulemaking related to an Interpretive Rule on Demurrage and Detention under the Shipping Act.

FIATA fully supports shipping companies to impose surcharges when the International Maritime Organization (IMO) 2020 global sulphur cap limit is implemented in 2020 insofar as they will

be collected for the right purpose, not for the carriers' profit.

RAP

FIATA WG Sea discussed about the container cash deposits levied by shipping lines. It was suggested each country/ region to do their own report,



Mr. Basil Pietersen

send it to the WG Sea to take it forward to the FMC for further discussion.

A briefing was given on the 24-hour

rules implemented in India on Oct. 15, 2019.

The U.N. Economic and Social Commission for the Asia and the Pacific (UNESCAP) solicited cooperation from FIATA as there were many challenges in transport and logistics evolvement in South Asia that must be addressed and overcome by the entire region, not by individual governments, such as visas and licenses for truck drivers, and system development.

Others

The attainment of the FIATA Diploma was reported. In September 2019, it had been granted to a total of 15,657 parties from 45 countries and regions, of which high diplomas had been earned by 320 individuals. It was learned that Southeast Asian and African nations are, in particular, making strong efforts to promote education, increasing the number of trainers as part of them.

On the last day of the World Congress, an election was conducted to appoint new FIATA executives, and it came to an end after deciding its 2022 World Congress in Panama

Workshop for Fresh Recruit Held in Tokyo Attendees Take Lectures, Enjoy Port Tour

The Education Committee organized two-day new-employee workshops in Tokyo on May 16-17 and May 23-24, 2019. It opened its door to those who are not new employees and had newly been assigned to the forwarding business as well.

On Day 1, attendees learned from respective specialists English-related efforts they need to make when engaged in international logistics, such as the production of English business letters; the basics of freight forwarding and trade business operations; transport documents and relevant laws; and forwarding services for exporting and importing shipments.

On Day 2, they took lectures on cargo insurance and complaint management. With help from the Tokyo Metropolitan

Government (TMG)'s Bureau of Port and Harbor and Tokyo Port Terminal Corp., they then went on board the Shin Tokyo Maru, an inspection vessel owned by the TMG, and looked at the Port of Tokyo from its deck. They visited the Oi Container Terminal at the end of their tour, viewing a video there and having a view of the entire container terminal from the rooftop of a building.



Education Committee Chairman Nakagome delivers opening address.

Forwarding Committee's Logistics Seminar Deals with Logistics in ASEAN Countries Focusing on Dry Ports

LAOS/VIETNAM

The Forwarding Committee held a workshop on June 10, 2019 to discuss intraregional logistics in Southeast Asia, focusing on dry ports. Mr. Michiharu Nose and Mr. Kiyoshi Nakashima from The Overseas Coastal Area Development Institute of Japan (OCDI) gave lectures. Having conducted field research in a total of four ASEAN nations, they spoke on logistics routes in Southeast Asia, which is expected to grow notably in the future and already hosting many Japanese enterprises.



Thanaleng, Laos

In the first half of the workshop, Mr. Nose introduced dry ports in Thanaleng, Laos and Nhon Trach, Vietnam. Located on the national border with Thailand, the former port functions as a gateway to Vientiane, the capital of Laos, while the latter is situated near Ho Chi Minh City. Unveiling the current state of the dry ports, he discussed challenges facing them and future prospects, among other topics.

At the dry port in Thanaleng, which covers a total area of over nine hectares, three cranes and 12 forklifts are



Nhon Trach, Vietnam

operated mostly by humans. Some 48% of all import and export shipments to and from Laos are moved by way of Thanaleng.

The Nhon Trach dry port is an inland container depot (ICD) in Ho Chi Minh

City. As a riverside off-dock container yard, it is responsible for handling containerized shipments carried by barge. The dry port processes 12,000 TEUs every month.

CAMBODIA/THAILAND

In the second half, Mr. Nakashima worked on Cambodia and Thailand. Three dry ports in Cambodia were reported: the Port of Phnom Penh, which is a river port near Phnom Penh, the capital of the nation, that is operated as a barge terminal; Bok Seng Dry Port, which is situated in a special economic zone (SEZ) near Phnom Penh; and So Nguon Dry Port, which is situated near the border with Vietnam.

Phnom Penh Port, a new port launching operations in 2013, is located some 309 kilometers from the old port. There are

several problems, such as cargo congestion on the weekend and poor access to arterial roads. Bok Seng Dry Port is a privately-run dry port. It is expected to grow when a new expressway linking Phnom Penh with Sihanoukville becomes operational in 2023. So Nguon Bayet Dry Port is situated near the border to Vietnam and run by So Nguon Group Co., Ltd., a Chinese enterprises doing business in Cambodia.

As for a dry port in Thailand, he gave a briefing on Lat Krabang Inland Container Depot (ICD), a huge dry port near Bangkok, the capital of Thailand, covering a total area of 260 hectares.



Phnom Penh, Cambodia

CONCLUSION

The six dry ports that Mr. Nose and Mr. Nakashima researched all play important roles in connecting to outer

ports, export bases and consuming areas. Currently, however, they are faced with various challenges, such as inadequate access to railway systems, the occurrence of bottlenecks

resulting from insufficient capacity improvements that do not keep pace with growth in demand, and flawed custom-clearance services.

In the global supply chain, the importance of Southeast Asia—more specifically, the importance of dry ports that underpin intraregional logistics in the region—is becoming more and more important day by day. Proposals to be made from the recent research are hoped to contribute to raising logistics efficiency at the dry ports and enhancing the business operations in Southeast Asia of Japanese logistics service providers.

World Economic Slowdown Has Dampening Effect on JIFFA's Cargo Volume Both Export & Import Cargoes Register Year-on-Year Decline in H1 FY2019

In the first half of fiscal 2019 (April 2019-March 2020), JIFFA-affiliated freight forwarders exported from Japan a total of 23.902 million tons of multimodal shipments from, down 2.6% from year on year. Imports to Japan shrank slightly from a year earlier, decreasing 1.1% to 38.548 million tons. The total of exports and imports stood at 62.45 million tons, declining 1.7%.

Exports

In April-September 2019, exports of multimodal shipments from Japan shrank year on year due to sluggishness in the growth of trade that resulted from a downturn in the global economy. Nevertheless, they were the third-largest volume on a six-month scale, after those in the first and second halves of fiscal 2018.

Exports to China plunged 10.8% to 4.294 million tons, suffering the first year-on-year contraction since the second half of fiscal 2017, but managed to hold the largest share of the pie. Ranked second were those to the U.S., which surged 11.2% to 3.394 million tons and bumped up a notch from third place. Shipments to Europe went up from fourth to third, but in terms of volume, they diminished 0.6% to 2.116 million tons. Falling from second to fourth place,

those to South Korea halved, plummeting 50% to 1.625 million tons, as the nation boycotted products from Japan in reaction to an enhancement in Tokyo's export control measures. Exports to Thailand remained at fifth place, and they were steady quantitatively, swelling 0.9% to 1.438 million tons.

Imports

Imports to Japan of multimodal shipments totaled 38.548 million tons in the six months, waning by 0.418million tons (or 1.1%) from a year earlier. However, it was the second greatest six-month record after that registered in the first half of fiscal 2018.

Imports from China were on the top of the list, but in terms of volume, they fell 0.2% to 18.445 million tons. Coming in second place, in contrast, those from Vietnam were brisk, growing 1.8% to 3.226 million tons. Finishing in third, volume from Europe decreased 8.9% to 2.842 million tons. The lineup of the top three import sources remained unchanged from a year earlier. Those from Thailand moved up from sixth to fourth, as they swelled 7.6% to 2.294 million tons. Imports from the U.S. stayed at fifth place, but quantitatively, they declined 0.9% to 2.216 million tons.

Export/import total

JIFFA member freight forwarders handled a total of 62.45 million tons to from Japan in the first half of fiscal 2019, down 1.7% year on year, creating the second highest record on a six-month basis. The 60-million-ton line has been exceeded for three terms in a row. As for the Big Five partners, China defended its title as Japan's leading trade partner, to and from which 22.739 million tons were moved, down 2.4%. Volume to and from the U.S., Europe and Vietnam all went up by a notch to finish in second, third and fourth places, respectively. In terms of volume, they went up 6.1% to 5.61 million tons, down 5.5% to 4.958 million tons and up 2% to 4.686 million tons, respectively. Volume to and from South Korea, which came in second place a year earlier, plunged 36.3% to 3.832 million tons, falling all the way to fifth.

Container throughput

To figure out actual container throughput, JIFFA has decided to begin compiling TEU-based statistics on top of its revenue-ton statistics in the first half of fiscal 2019. Exports from Japan amounted to 1.004 million TEUs, and imports to Japan, 1.514 million tons for a total of 2.518 million TEUs.

International Multimodal Transport Cargo Volumes Handled by JIFFA Members in H1 of FY2019 (1,000 revenue tons)

Ranking	To	Export	Change	Ranking	From	Import	Change	Ranking	To/From	Total	Change
1	China	4,294	-10.8%	1	China	18,445	-0.2%	1	China	22,739	-2.4%
2	U.S.	3,394	11.2%	2	Vietnam	3,266	1.8%	2	U.S.	5,610	6.1%
3	Europe	2,116	-0.6%	3	Europe	2,842	-8.9%	3	Europe	4,958	-5.5%
4	S. Korea	1,625	-50.0%	4	Thailand	2,294	7.6%	4	Vietnam	4,686	2.0%
5	Thailand	1,438	0.9%	5	U.S.	2,216	-0.9%	5	S. Korea	3,832	-36.3%
6	Vietnam	1,420	2.3%	6	S. Korea	2,207	-20.2%	6	Thailand	3,732	4.9%
7	Taiwan	1,249	17.1%	7	Hong Kong	1,846	-3.9%	7	Hong Kong	2,751	-5.1%
8	Latin America	1,034	13.0%	8	Taiwan	952	4.6%	8	Taiwan	2,201	11.3%
9	Africa	961	-2.9%	9	Indonesia	857	-11.6%	9	Latin America	1,870	21.5%
10	Middle East	929	41.2%	10	Latin America	836	34.0%	10	Indonesia	1,514	-3.0%
11	Hong Kong	905	-7.6%	11	Other Asia	623	-3.3%	11	Malaysia	1,412	17.2%
12	Malaysia	809	15.1%	12	Malaysia	603	20.1%	12	Other Asia	1,074	-6.0%
13	India	712	32.3%	13	Philippines	413	4.3%	13	Africa	1,006	-3.1%
14	Indonesia	657	11.0%	14	Oceania	323	127.5%	14	Middle East	993	20.7%
15	Philippines	503	6.1%	15	Singapore	275	-7.4%	15	India	928	36.5%
16	Oceania	497	73.8%	16	India	216	52.1%	16	Philippines	916	5.3%
17	Other Asia	451	-9.6%	17	Canada	201	-20.2%	17	Oceania	820	91.6%
18	Singapore	435	3.1%	18	Middle East	64	-61.2%	18	Singapore	710	-1.3%
19	CIS	239	11.7%	19	Africa	45	-6.3%	19	Canada	435	8.5%
20	Canada	234	57.0%	20	CIS	24	33.3%	20	CIS	263	13.4%
Total		23,902	-2.6%	Total		38,548	-1.1%	Grand Total		62,450	-1.7%

Barcelona Port Authority Sends Trade Mission to Tokyo, Signs Cooperation Agreements with Japanese Counterparts

The Barcelona Port Authority sent a multisector trade mission to Tokyo and Yokohama in November 2019 in partnership with port/harbor and trade businesses from Catalonia, Spain.

Consisting of some 60 members, the trade mission was led by Mr. Damia Calvet, minister of territory and sustainability at the government of Catalonia; Ms. Angels Chacon, minister of enterprise and knowledge; and Ms. Merce Conesa, president of the port authority.

For Japanese companies exporting their goods to Europe, the Port of Barcelona is a southern gateway to the European

market, providing optimum connections to North Africa and the Mediterranean.

Barcelona is the capital of the autonomous community of Catalonia, with one of Europe's five busiest commercial and industrial areas in the city.

Catalonia accounts for 20% of the Spanish economy, and embraces 30 percent of Spain's imports and exports in value.

The port of Barcelona is connected to 17 major ports in Japan by nine regularly scheduled shipping services, four of which are container shipping services and the remaining five are PCC services.

The trade mission, set up as an initiative to promote port/harbor logistics-related organizations in Barcelona, visited Japan to internationalize Catalonia enterprises and encourage interactions between public organizations and private businesses in both countries by making the most of the Japan-EU Economic



Signing ceremony

Language Training Committee Commends High Scorers of English, Mandarin Courses

The Language Training Committee presented certificates of completion to those who performed well at the practical English correspondence and introductory Mandarin courses that it provided in the first half of fiscal 2019 (April 2019-March 2020). From the English course, two top performers were present at a ceremony held on Oct. 29, 2019 at the JIFFA head office in Tokyo, who represented 24 students who had passed the final examination. Meanwhile, 11 students had passed the final examination of the Chinese course, three of which attended the ceremony.

"Email has become mainstream when interacting with overseas partners on business," said Mr. Junichiro Watanabe, chairman of JIFFA. "Having learned basics

of language, you can better communicate with partners. "It will, as such, be more and more important in the future [to do so]," he added. "For this reason, I am sure



Merce Conesa briefs benefits of Barcelona Port

Partnership Agreement (EPA), effected in February 2019. The mission also hoped to create more business opportunities for both nations.

A business seminar was organized on Nov. 11 at the Hotel Okura Tokyo. After Ms. Conesa delivered a speech, the Tokyo Metropolitan Government (TMG)'s Bureau of Port and Harbor as well as five shipping and port/harbor associations of Japan reached partnership agreements with three port/harbor organizations from Barcelona. JIFFA, for its part, signed ones with the Freight Forwarders Association of Barcelona and the Organization for Logistics, Transport and Custom Representative (ATEIA-OLTRA Barcelona).

the language skills that you learned from the courses will become a weapon and a treasure."

The chairman conferred certificates and extra prizes to the five attendees. The ceremony came to an end after ceremonial photographs were taken.



High scorers of foreign language courses with Chairman Watanabe (front row)

Joint Fact-Finding Mission Visits Eastern Europe, Looks into General Pictures of Logistics in Three Countries

Tatsuji Kasai, Chairman, International Exchange Committee

Although the trade friction between the U.S. and China and other headwinds are blowing against free trade, it is still expected that Eastern Europe will become a more attractive market with higher demand for logistics, as the Japan-EU EPA took effect in February 2019. Eastern Europe is also the gateway in Europe of the Belt and Road Initiative (BRI), a development strategy promoted by China. However, there was much less information than we had expected on logistics in Eastern Europe. The International Exchange and Forwarding committees, as such, conducted joint research on local logistics affairs in Poland, Czechia and Hungary on Oct. 6-14, 2019, which was the first such an attempt made by JIFFA.

Poland

Malaszewicze is drawing attention as the gateway/hub in Europe of the BRI. In Malaszewicze, customs inspections are conducted for shipments bound for Europe. There is a railway terminal in the village, where railway services with different track gauges are linked. In line with customs clearance and cargo transshipment, the Rail Waybill and other documents are also turned over from one operator to another. We confirmed that consignments notes were issued there, which are called CIM consignment notes in Europe and SMGS consignment notes in Russia, Central Asia and China.

We also visited Wroclaw, where Japanese automakers have business footholds. We interviewed makers and logistics service providers on local production and logistics affairs, and learned that some parts and components are transported constantly by sea, rail and truck from the Port of Koper in Slovenia.

Czechia

In Czechia, we called at manufacturers and logistics service providers doing business in Prague suburbs. We asked questions on logistics routes for

procuring parts and components, the use of the Japan-EU EPA, the sales of products in EU nations and customs clearance and VATs. In respect to logistics for oceangoing shipments, we researched routes to and from the German ports of Hamburg and Bremerhaven and the Port of Gdansk in Poland. We looked into the sea-, rail- and truck-based international intermodal cargo transport in Czechia, an inland state bordering on Germany and Poland.

Hungary

Hungary hosts many production bases for completed motor vehicles. Japanese automakers have long been operating facilities for assembling parts and components. We held hearing sessions to obtain information on procurement routes, lead times, customs clearance



JIFFA Delegation and local support staff

International Exchange Committee Holds Seminar on CTPPT, Japan-EU Economic Partnership Agreement

The International Exchange Committee held a workshop on May 29, 2019 at the association's head office in Tokyo to work on the Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTTP) and the Japan-EU Economic Partnership Agreement (EPA).

Also known as TPP11, the CPTTP was signed on Dec. 30, 2018 by the first six

and the use of the Japan-EU EPA.

General impression

In logistics in Eastern Europe, marine, railway and overland routes are combined, while customs services are provided, requiring tariffs and VATs. For these reasons, we felt that freight forwarders can play an important role in Eastern Europe, and that intermodal transport has its roots there. Having withdrawn from the former communist block and acceded to the EU, economies in Eastern Europe continue to grow now, and the BRI is helping them develop more briskly. Freight forwarders will play a more important role in the future.

members: Australia, Canada, Japan, Mexico, New Zealand and Singapore. On Jan. 14, 2019, Vietnam joined the group when ratifying it. Meanwhile, the Japan-EU EPA took effect on Feb. 1, 2019

At the workshop, Mr. Masamichi Yamaguchi, head of the Yamaguchi International Administrative Scrivener Office, compared and contrasted EPAs in general with the CPTTP and the Japan-EU EPA. Using graphic illustrations, Mr. Yamaguchi, who is also a member of the Association of International Business Advisors (AIBA), focused on three important points: (1) features of schedules of concessions, (2) features of regulations in places of origin and (3) things to take care of when applying EPAs.



Mr. Yamaguchi details two agreements.

FIATA Region Asia/Pacific (RAP) Meets in Bangkok JIFFA Reports on Japan's Advance Filing Rules on Imports

FIATA convened its 13th Region Asia Pacific (RAP) Field Meeting on June 10, 2019 at The Sukosol Bangkok Hotel in Thailand. At the beginning of the assembly, which was attended by some 60 individuals, Mr. Barbar Badat, president of FIATA, gave the opening address. To keep up with rapid changes in trade, FIATA plans to relocate its headquarters and consolidate its two education-related advisory groups, he said.

Relocation of HQ

As for the relocation of the FIATA headquarters, a plan to make Brussels a candidate site had once been rejected at a world congress. However, Mr. Badat proposed at the meeting that it be relocated to Geneva, as the city hosts many global organizations, and that it is easy there to secure highly able human resources.



Mr. Hara speaks on AFR.

Consolidation of educational groups

A proposal to consolidate the FIATA Logistics Academy (FLA) and the Advisory Body Vocational Training (ABVT) was thrown out at the FIATA World Congress convened in 2018 in Delhi, India. Nevertheless, FIATA submitted the proposal again, as it thinks much of education. The international federation intends to amalgamate the two groups and upgrade the consolidated unit to an institute.

Currently, FIATA has three institutes: the Airfreight Institute (AFI), the Customs Affairs Institute (CAI) and the

Multimodal Transport Institute (MTI).

MTI

The MTI unveiled that the International Chamber of Commerce (ICC) would officially publish Incoterms 2020 to the world in September 2019, and that it would take effect in January 2020.



Delegates from RAP member countries

ASEAN Language Workshops Attract 32 Participants To Lean Introductory Dialog, Communications

The Language Training Committee organized seminars on Southeast Asian languages in July 2019. More specifically, two workshops were held on Indonesian and Thai.

It was the second time to teach the Indonesian language. As she did last time, Ms. Yumiko Horas, a part-time lecturer at Tokyo University of Agriculture's Faculty of International Agriculture and Food Studies, gave a lecture. A total of 16 students learned basic greetings, how they can introduce themselves, and so on.

Indonesian is the common platform in Indonesia, where the people from different ethnic, cultural and religious

Japan's AFRs

It was very meaningful for JIFFA to deliver a presentation on the latest state of Japan's Advance Filing Rules on Maritime Container Cargo Information (AFRs). A briefing was given on a similar subject when a meeting was held in February 2019 by the Working Group Sea Transport. JIFFA, however, gave the presentation to accommodate a request made by FIATA.

backgrounds speak different languages. A survey conducted after the workshop indicated that all of the attendees had been satisfied about and highly rated it.

Meanwhile, Thai was taught for the third time. Ms. Marin Nakajima, who had been responsible for the course

since it was held for the first time, lectured a wide variety of topics to 18 students, including the history and culture of Thailand, the background of the Thai language and Thai people's mind and ways of thinking. The students successfully learned to give greetings and have basic conversations by repeating them under the guidance of the lecturer.



Ms. Yumiko Horas



Ms. Marin Nakajima