

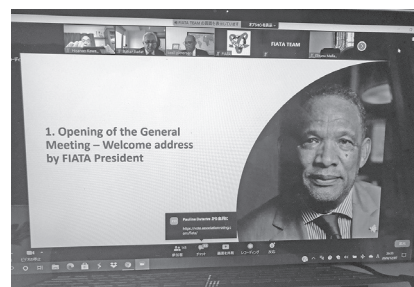


FIATA General Meeting Approves Two New Association Members, Appoints New Chairmen for Logistics and Security Units

The International Federation of Freight Forwarders Association (FIATA) convened its 2020 annual General Meeting online to prevent the spread of coronavirus infections. On behalf of JIFFA, Executive Director and Secretary-General Hisanao Kawachi attended the meeting, which was held at 12:30-14:00 on Dec. 7 Central European Time.

President delivers opening remark

FIATA President Basil Pietersen gave the opening address at the online conference, at which he stressed that it is important for freight forwarders to transport vaccines without a hitch, as inoculations have begun in the midst of the coronavirus pandemic.



President Basil Pietersen

Agenda

After the presidential message, the online conference was proceeded with in accordance with the following agenda.

- 1) Approval of the minute that FIATA agreed on at its World Congress in Cape Town, South Africa in 2019;
- 2) Approval of the admission of two new association members;
- 3) Approval of a financial statement for fiscal 2019;
- 4) Approval of a budget report for fiscal 2021;
- 5) Approval of a new lineup of FIATA executives; and
- 6) Election of the chairpersons of the FIATA Logistics Institute (FLI) and the Advisory Body on Safety and Security (ABSS)

At the online general assembly, a unique internet voting system that FIATA

owns was used, under which votes were counted immediately. As a consequence, two freight forwarders associations from Turkmenistan and Iran were welcomed as new members. The other items on the agenda were also approved smoothly.

Two associations join FIATA

The two new national associations are: the Turkmen Logistics Association (TLA) and the Transport and Logistic Federation of Iran (TLFI). The TLA was created in Ashgabat, Turkmenistan, in 2018, following a significant increase in the volume of freight and passenger traffic in the country. With more than 100 members, the TLA seeks to improve the governance and export capacity of transport and logistics companies in Turkmenistan and around the world. Established in 2015, the TLFI is a set of business organizations promoting the position and role of the logistics private sector in Iran. TLFI consists of ten unions, associations, institutes and active employer formations in the domain of international road, air, marine, port, rail transportation and logistics, passenger transportation, aviation, Iran touring, customs and other relevant services.

The newly appointed chairman of the FLI is Stephen McDermott of the Canadian International Freight Forwarders Association (CIFFA) and Niels Beuck of the Bundesverband Spedition und Logistik (DSL) chairs the ABSS.

Special guest speaker

One of the high points of the General Meeting was the intervention of Adam Roark, Worldwide Transportation and Logistics Industry Lead at Amazon Web Services. With more than 35 years of experience in the supply chain industry, Mr. Roark shared his analysis of the main

The participants 'gathered' on Zoom



trends, as well as the challenges and perspectives of such a vibrant industry. He addressed the General Meeting in a recorded interview with FIATA Headquarters.



Adam Roark, Worldwide Transportation and Logistics Industry Lead at Amazon Web Services.

Mr. Adam Roark

Mr. Roark covered a wide spectrum of topics that have a direct impact on how the supply chain evolves nowadays. He identified data as a key asset that needs to be better streamlined by all supply chain organizations. Digitalization has also been defined as a key enabler, since business stakeholders need to be better integrated into a more technological approach, to allow for greater collaboration and information sharing.

The FIATA intends to hold its next World Congress in person in Brussels, Belgium in October 2021.

JIFFA REPORT 2021 Summer

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JIFFA Activities Focus on Enhancement in Education, Training Programs Chairman Watanabe Unveils FY2021 Business Plans at General Meeting

JIFFA convened its 10th annual general assembly at a hotel in Tokyo on June 10, 2021, attended by representatives from 364 of its 506 regular member freight forwarders. The meeting approved fiscal 2020 (April 2020-March 2021) activity and financial reports as well as a fiscal 2021 business plan and budget report.

Fiscal 2020 began when the coronavirus pandemic, which was first detected in China at the end of 2019, was escalating and ended in the midst of a state of chaos. For its part, JIFFA took some major steps toward digitalization, introducing a teleconferencing system and launching the provision of online seminars. Through these efforts, it is now qualitatively and quantitatively upgrading its services as well as enlarging the geographical reach of its services.

In fiscal 2021, JIFFA will contribute to the development of international logistics while working closely with relevant governmental ministries and agencies of Japan as well as relevant

domestics and overseas private organizations. It hopes that compatriot freight forwarders will continue to do business appropriately in sustainable ways and cope with ever-changing demand and environments to provide better services. To this end, for example, the association will hold more online seminars for members in remote areas, while making utmost efforts to prevent the spread of COVID-19 infections.

JIFFA Chairman Junichiro Watanabe gave an address at the general assembly, which is described below.

I can only say that fiscal 2020 was a stormy year. Japan's GDP shrank 4.6% from the previous fiscal year, which was greater than the decline registered in the year when Lehman Brothers Holding went bankrupt and the largest decrease since the end of World War II. Logistics was another field of business the coronavirus pandemic gave devastating damage to.

In oceangoing transport, we witnessed



Chairman Watanabe's opening address

with our own eyes the unprecedented disruption of maritime container carriage. As a result of meetings held between JIFFA and the Ministry of Land, Infrastructure, Transport and Tourism (MLIT), the government of Japan issued a statement in February to ask shippers, shipping companies and logistics service providers to secure space for shipments to and from Japan. In April, governmental organizations convened a joint online meeting for relevant parties to share information to address the issue of

(CONTINUED ON PAGE 2)



General Assembly

Webinar Held on Post-Brexit Logistics Scene in UK Lecturer Discusses What Forwarders Need to Know

The Forwarding and International Exchange committees jointly held and live-streamed an online seminar for employees of JIFFA member freight forwarders in March 2021. Lectured by Mr. Mikio Tasaka, a research fellow from Nittsu Research Institute and Consulting, Inc. (NRIC), the webinar introduced the latest information on the U.K. withdrawal from the EU and discussed what is going on in logistics.



Mr. Mikio Tasaka Online

Customs clearance procedures have now been necessary in supply chains between the U.K. and EU economies since the U.K. left the EU single market on Dec. 31, 2020. Mr. Tasaka, then, gave a lecture on the three-step measures that London implemented on Jan. 1, April 1 and July 1 to ease its import formalities, which have since been extended through February 2022 at the longest. He said

that it is required to obtain Economic Operators Registration and Identification (EORI) numbers for business operators and individuals that export and import goods to and from the EU. He also focused on the tariff system of the U.K. (U.K. Global Tariff), the introduction of the UK Conformity Assessed (UKCA) marking and the rules and regulations on places of origin having to do with the preferential duties between the U.K. and the EU.

At the end of his lecture, Mr. Tasaka referred to recent media reports. The U.K.-EU trade has been unexpectedly brisk since the Brexit, he said. However, if London lifts its import formality easing measures, it could lead to gradually causing confusion due to increases in labor, time and costs, he added. He also explained that the EU's customs act applies to Northern Ireland, a part of the U.K. For these reasons, the NRIC researcher concluded that it is very important to continue to keep an eye on future Brexit impacts.

Brexit: Guidance for Businesses: step by step

	Import goods into the UK	Export goods from the UK
Step 1:	Check if you need to follow this process	Check if you need to follow this process
Step 2:	Get your business ready to import and Check the business sending you the goods can export to the UK	Check the rules for exporting your goods
Step 3:	Decide who will make customs declarations and transport the goods	Get your business ready to export
Step 4:	Find out the commodity code for your goods and Work out the value of your goods	Decide who will make export declarations and transport the goods
Step 5:	Find out if you can delay or reduce your duty payment	Classify your goods
Step 6:	Check if you need a licence or certificate for your goods	Prepare the invoice and other documentation for your goods
Step 7:	Check the labelling, marking and marketing rules	Get your goods through customs
Step 8:	Get your goods through customs	Keep invoices and records
Step 9:	Claim a VAT refund	
Step 10:	If you paid the wrong amount of duty or rejected the goods	
Step 11:	Keep invoices and records	

(Source: GOV. UK)

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JIFFA Activities Focus on Enhancement in Education, Training Programs

container shortages. Participants agreed at that time to tackle the issue by combining the efforts that they were making respectively.

In such surroundings, total volume of NVOCC shipments that JIFFA-affiliated freight forwarders imported to and exported from Japan in fiscal 2020 amounted to 112.51 million tons, topping the 110-million-ton line for the fourth year in a row. From the previous fiscal year, however, the total waned 5.6%. In the first half, there was a contraction of 16.7% year on year, the greatest reduction ever, but in the second half, throughput turned upward to enjoy an improvement of 6.7% from

the corresponding six months of the previous fiscal year.

Our membership is growing slowly. As of June 1, we had 507 regular members and 26 supporting members (15 enterprises and 10 organizations) for a total of 532, an increase of 13 from a year earlier.

As for business activities, we will advance projects to support the development of human resources even more strongly through providing education programs and workshops. Last year, we took major steps forward in digital technology, as we successfully held online language courses and various other seminars. We will continue this

fiscal year to actively promote e-learning programs and online workshops and other events.

Also, we are determined to contribute to the development of the industry. To this end, we will work even harder to promote the JIFFA MT B/L and JIFFA Waybill and interact with the International Federation of Freight Forwarders Associations (FIATA), other overseas organizations and relevant domestics associations.

This year, JIFFA marks its 40th anniversary. It is thanks to support from our members that we have been in business constantly for as long as 40 years. I hope they will continue to support and help us in years to come.

JIFFA Members' Cargo Volumes Get Stormy in Fiscal 2020 Plunging 16.7% in H1, Coming Back to Increase 6.7% in H2

JIFFA-affiliated freight forwarders hauled a total of 51.991 million revenue tons (R/Ts) of international multimodal cargo to and from Japan in the first half of fiscal 2020 (April-September), down 16.7% from the corresponding six months of the previous fiscal year. It was the greatest shrinkage ever due to the COVID-19 pandemic, which began adversely impacting freight movement from early days of the fiscal year. Exports accounted for 18.246 million R/Ts, down 23.7%, and imports, 33.745 million R/Ts, down 12.5%. In the second half (October 2020-March 2021), in contrast, shipments to and from Japan turned upward, swelling 6.7% to 60.516 million R/Ts in total. They returned to an upward trend in summer, gained momentum when growth in demand accelerated in the peak season from

autumn to the end of 2020 and remained brisk in 2021.

Exports in the second half of fiscal 2020

In the second half of fiscal 2020, exports of international multimodal cargo from Japan increased 9.1% from a year earlier to a total of 24.565 million R/Ts. From the first half, they rebounded sharply and marked an improvement of 34.6%. By destination, those to China turned positive, ending up surging 25.1% to 5.105 million R/Ts. On the other hand, those to the U.S. diminished, going down 9.5% to 2.814 million R/Ts, but managed to finish in second place. Coming in third, exports to Europe hiked 1.6% to 1.877 million R/Ts. Soaring 14.1% to 1.617 million R/Ts, those to Thailand climbed two spots from sixth to fourth. Exports to Vietnam rose 5.4% to

1.556 million ton but fell by a notch to fifth place. In terms of TEU, shipments to China amounted to 239,255 TEUs, up 7.2%, enjoying the largest share of the pie on this scale as well. Those to the remaining four destinations of the top five are described as follows. Exports to the U.S. came to 117,155 TEUs, down 6.1%; to Europe, 83,622 TEUs, up 1.5%; to South Korea, 80,015 TEUs, down 2.4%; and to Thailand, 75,994 TEUs, up 7.5%.

Imports in the second half of fiscal 2020

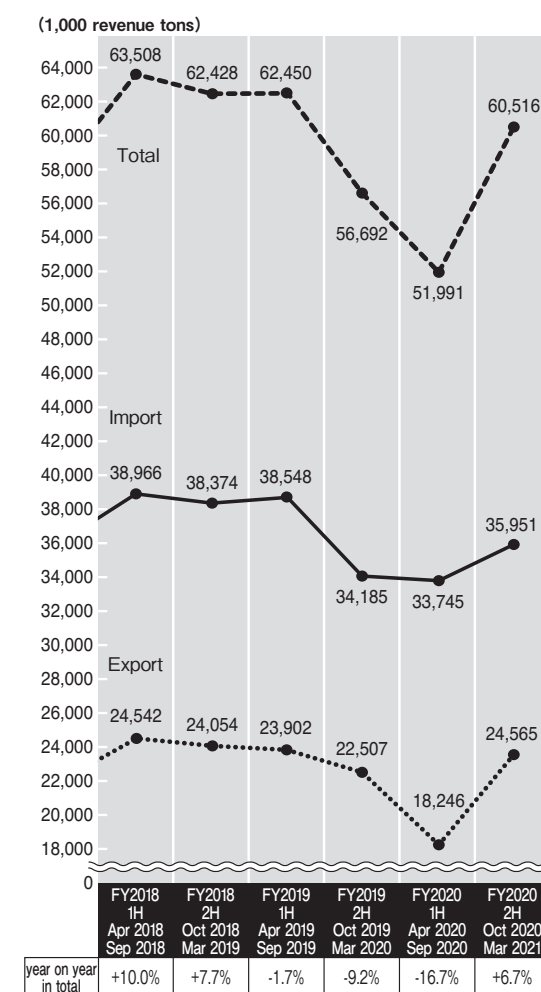
Imports of international multimodal cargo to Japan came back and picked up 5.2% year on year to 35.951 million R/Ts in the second half of fiscal 2020. By destination, those from China jumped 13.9% to 18.045 million R/Ts, reaching the top position. Ranked second were those from Vietnam, but quantitatively,

they declined 5% to 3.077 million R/Ts. Imports from Europe were also sluggish, sliding 6.4% to 2.411 million R/Ts and coming in third place. Those from Thailand, in contrast, ballooned 10.4% to 2.392 million R/Ts, hitting the number four place. Shipments from the U.S. remained in fifth place, which declined 5.3% to 1.903 million R/Ts. On a TEU scale, imports from China amounted to 853,319 TEUs, up 29.3%; from Vietnam, 120,362 TEUs, down 5.8%; from Europe, 108,512 TEUs, up 2.9%; from Thailand, 92,738 TEUs, down 2.4%; and from South Korea, 85,253 TEUs, down 13.1%.

Total of exports and imports

The total volume of exports and imports that JIFFA members handled in October 2020-March 2021 exceeded the 60-million-ton line for the first time in three halves, increasing 6.7% from October 2019-March 2020 to 60.516 million R/Ts. It was the second-largest volume for a second half, after the 62.43 million R/Ts registered in October 2018-March 2019. Individually, 23.151 million R/Ts were traded to and from China, up 16.2%, accounting for the greatest part of the total. In second place, international multimodal shipments to and from the U.S. waned 7.9% to 4.717 million R/Ts. They were followed by those to and from Vietnam, which decreased 1.7% to 4.633 million R/Ts. Finishing in fourth, those to and from Europe contracted 3.1% to 4.288 million R/Ts. At the bottom of the top five were those to and from Thailand, which enjoyed a double-digit improvement of 11.9% to total 4.01 million R/Ts. The lineup of Japan's Big Five trade partners and their ranks both remained unchanged. In TEU terms, exports to and imports from China totaled 1,092,574 TEUs, up 23.7%; to and from the U.S., 192,671 TEUs, down 8.3%; to and from Europe, 192,134 TEUs, up 2.3%; to and from Vietnam, 181,482 TEUs, up 0.5%; and to and from Thailand, 168,732 TEUs, up 1.8%.

Fiscal 2020 (April 2020-March 2021)



(CONTINUED ON PAGE 4)

Language Training Committee Has New Instructor For Practical English Correspondence Course

The Language Training Committee held its fiscal 2020 Tokyo practical English correspondence course over a long period of time from September 2020 to February 2021. As a coronavirus state of emergency was declared during the period, the last four classes scheduled in January and February were given partly online. The committee held an end-of-course examination on March 2 and graded performances on March 22, at which successful examinees and high graders were selected. Usually, the committee invites high graders to

commendation ceremonies. In fiscal 2020, however, certificates of completion were directly sent to the successful students to keep coronavirus inspections from expanding.



Mr. Masaharu Nozawa

The course was taught by Mr. Masaharu Nozawa, who joined the program in fiscal 2020 as a new lecturer. He focused on basics and fundamentals, following the lecture style created by Mr. Masashige Yamada, who was responsible for the course until the previous fiscal year. Mr. Nozawa gave lectures passionately, remembering all participants' faces, although they were required to wear masks on designated seats.

The Language Training Committee hopes that all of the students will make the most of the language skills they acquired from the course in their daily business routines.

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JIFFA Members' Cargo Volumes Get Stormy in Fiscal 2020

On a full-year scale, JIFFA freight forwarders moved a total of 112.505 million R/Ts of international multimodal cargo to and from Japan in fiscal 2020, sinking 5.6% from the previous fiscal year. Although remaining on a downward trend and sliding from a year earlier for two consecutive terms, the total managed to weight more than 110 million R/Ts for the fourth year in a row. In breakdown, exports accounted for 42.812 million R/Ts, down 7.7%, and imports, 69.694 million R/Ts, down 4.2%.

The leading destination of exports from Japan was China, to which 9.199

million R/Ts were carried, up 9.8%. As for those to other major destinations, 4,901 million R/Ts were exported to the U.S., down 24.7%; 3.391 million R/Ts to Europe, down 14.5%; 3.002 million R/Ts to South Korea, down 3.2%; and 2.732 million R/Ts to Thailand, down 4.3%. Exports to China were the only trade route on which growth was obtained in freight movement from the previous year, as the country had enjoyed economic recovery earlier than others.

Meanwhile, imports from China, the leading source of those to Japan, climbed 1.5% to 34.801 million R/Ts. In

contrast, those from Vietnam went down 7.9% to 5.991 million R/Ts; from Europe, down 8.3% to 4.971 million R/Ts; from Thailand, down 3.4% to 4.308 million R/Ts; and from the U.S., down 10.7% to 3.773 million R/Ts. The results highlighted the steadiness of imports from China.

On a TEU basis, exports dropped 7% to 1,840,717 TEUs; on the other hand, imports rose 2.5% to 3,020,219 TEUs. Imports from China and Europe both marked double-digit increases of 11% on this scale, and they contributed to the overall growth. The total volume of exports and imports, however, decreased a slight 1.3% to 4,860,936 TEUs

International Multimodal Transport Cargo Volumes Handled by JIFFA Members in FY2020 (TEU)

Rankings	To	Export	Y/Y (%)	From	Import	Y/Y (%)	To/From	Total	Y/Y (%)
1	China	447,169	101.9	China	1,560,275	111.2	China	2,007,444	109.0
2	U.S.	216,562	82.5	Vietnam	234,052	93.3	Europe	382,215	102.1
3	Europe	157,428	91.7	Europe	224,787	110.8	U.S.	377,880	84.2
4	S. Korea	155,319	100.9	Thailand	179,847	92.2	Vietnam	345,226	97.2
5	Thailand	131,640	91.1	S. Korea	176,470	98.2	S. Korea	331,789	99.4
6	Taiwan	117,417	102.6	U.S.	161,318	86.6	Thailand	311,487	91.7
7	Vietnam	111,174	106.4	Hong Kong	114,633	88.9	Hong Kong	202,452	93.1
8	Hong Kong	87,819	99.1	Taiwan	72,553	95.9	Taiwan	189,970	99.9
9	Middle East	57,682	68.8	Indonesia	65,930	87.2	Indonesia	106,171	84.0
10	Malaysia	52,515	68.3	Other Asia	50,839	94.1	Malaysia	102,561	76.7
11	Latin America	46,269	75.9	Malaysia	50,046	88.1	Other Asia	91,281	100.2
12	Other Asia	40,442	109.1	Philippines	34,406	99.8	Philippines	71,581	90.0
13	Indonesia	40,241	79.4	Singapore	24,037	96.6	Latin America	69,866	81.8
14	Singapore	40,201	99.6	Latin America	23,597	96.5	Middle East	65,306	72.2
15	Philippines	37,175	82.5	Canada	13,022	85.4	Singapore	64,238	98.5
16	India	37,110	91.8	India	12,810	84.0	India	49,920	89.6
17	Oceania	22,975	102.0	Oceania	9,822	69.2	Oceania	32,797	89.3
18	Africa	14,519	91.7	Middle East	7,624	114.9	Canada	26,122	92.5
19	CIS	13,960	105.9	Africa	2,676	89.3	Africa	17,195	91.4
20	Canada	13,100	100.8	CIS	1,475	122.7	CIS	15,435	107.3
	Total	1,840,717	93.0	Total	3,020,219	102.5	Grand Total	4,860,936	98.7

Forwarding Committee Debuts 113 Qualified International Multimodal Transport Specialists for FY2020

The Education Committee held its annual courses for qualifying international multimodal transport specialists in Tokyo on Oct. 6-Nov. 24 and in Osaka on Oct. 21-Dec.3, 2020. The courses were both divided into 10 classes provided on a total of 10 days.

To prevent the spread of coronavirus infections, the committee cut by half the number of students it would accept in fiscal 2020. Preventive measures were, however, fully taken. When attending the classes, for example, the students were all required to wash their hands and check their body temperatures. In classrooms, where educational and other materials were disinfected with alcohol, one desk was prepared solely for one student.

The courses were enrolled by 73 students in Tokyo and 40 students in Osaka. The total of 113 attendees took unified end-of-course examinations in Tokyo and Osaka on Dec. 16. They all passed them, becoming new international multimodal transport specialists. The

highest score marked was 95 points, and the average, 78.2 points. The 113 increased to 6,191 the total number of international multimodal transport specialists that JIFFA had produced.

The Education Committee held a ceremony for granting certificates of completion on March 24 at JIFFA's head office in Tokyo, inviting students with high grades from the Tokyo and Osaka

courses. As some participants could not make it for certain reasons, the ceremony was attended by two.

JIFFA Chairman Junichiro Watanabe conferred certificates of completion and commemorative gifts to the two ceremony attendees. "Although we were in a very difficult condition this fiscal year due to the coronavirus pandemic, I hope those who passed the examination will make the best of what they had achieved [through the course] in daily business routines," he said.



Two of the Top Performers with Chairman Watanabe (front row)

Intermediate Chinese Language Course Completed Eight Participants Get Through Final Examination

The Language Training Committee started its fiscal 2020 intermediate Chinese course on Sept. 15, 2020. Due to the coronavirus pandemic, the program was given to a smaller group of nine students. After the course ended on Dec. 22, a qualification examination was held on Jan. 19, 2021. When the

committee picked up top performers from eight participants who had passed the exam, the program was completed. Measures were taken to control the spread of coronavirus infections; for example, the nine students were all required to monitor their body temperatures and submit health checklists every time they attended class. With passionate lessons given by Ms. Fan Tingting, it was a rather high-level program, where the students had to hold conversation lessons from the beginning, as it was an intermediate course. The government of Japan issued a state of emergency declaration in Tokyo and several surrounding prefectures in January 2021. As such, the committee gave up holding a ceremony for conferring certificates of completion. Instead, they were sent directly to those

who had passed the final examination.

The Language Training Committee received the following feedback from



Ms. Yoko Furutono

Ms. Yoko Furutono, one of the top performers. "The introductory-level course that I attended [last time] began with pronunciation lessons. However, the classed that I participated in this time were commenced with conversation lessons, in which the lecturer announced topics, and each of us said things freely about them. Also, several students gave presentations on the previous week, while others asked questions about them. We had a variety of lessons other than grammar elements from textbooks. All of the two-hour lectures came to an end too soon.



Ms. Fan Tingting

Public Relations Committee Conducts Online Workshop on Basic Understanding of Maritime Transport of Dangerous Goods

In the international maritime transport of hazardous materials, shipments could initiate chemical reactions while moved on board ships, triggering fires and causing devastating damage to ship hulls and/or other on-board commodities. As there have been such accidents frequently, it is necessary to exercise utmost caution when handling dangerous goods. To help JIFFA member freight forwarders carry hazardous items safely by sea, the Public Relations Committee held and live-streamed an online workshop on Feb. 2, 2021. Mr. Kazuhiko Nonomura of Nippon Kaiji Kyokai (ClassNK) lectured to participants some basic knowledge they are advised to have when transporting dangerous materials by sea.

Mr. Nonomura, who is a manager at the Research Team under the classification society's Safety and Technology Department, began the webinar by giving a briefing on international and domestic law systems governing the carriage of hazardous commodities.



U.N. Orange Book

Rules and Application

There are two major frameworks of rules governing the carriage of dangerous goods, which are domestic regulations and international standards, said Mr.

Nonomura. To international rules, Japan has added unique rules. When transporting hazardous materials internationally, there are common basic rules even though they are carried by sea, land or air. They are the United Nations Recommendations on the Transport of Dangerous Goods (also known as the UN Orange Book). As they are only recommendations, they are not legally binding. Based on them, UN specialist agencies and others have devised rules for different modes of transport.

For example, the International Maritime Organization (IMO) have developed shipping rules, while those for aviation has been developed by the International Civil Aviation Organization (ICAO). For overland transport, the UN Economic Commission for Europe (UNECE) have drawn up rules for road transport. For railway transport, rules have been established by the Intergovernmental Organisation for International Carriage by Rail (OTIF).

What is the IMDG Code?

The International Maritime Dangerous Goods (IMDG) Code is the set of rules for the international maritime transport of dangerous items by sea.

The code was developed from Chapter VII's Part A of the International Convention for the Safety of Life at Sea (SOLAS Convention) and Annex III of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78). The conventions both indicate that specific rules and regulations comply with the relevant provisions of the IMDG Code, meaning that it is the basic rule for transport hazardous items internationally. Japan has ratified both conventions, and as such, words from the code are incorporated in the rules and regulations for the transport and storage of dangerous goods by sea of the Ship

Safety Act.

The IMDG Code is a set of rules for each part of transport flows. They are divided into seven parts, Part 1 (General Provisions, Definitions and Training) to Part 7. First, confirm whether or not commodities to be transported are classified as dangerous goods with Part 2 (Classification). If they are, check requirements to follow with Part 3



Mr. Kazuhiko Nonomura

(Dangerous Goods List and Limited Quantities Exceptions). When containers to be used are decided on with Part 4 (Packing and Tank Provisions), find out appropriate labels with Part 5 (Consignment Procedures). Part 4 and Part 6 (Construction and Testing of Packagings, Intermediate Bulk Containers (IBCs), Large Packagings, Portable Tanks, Multiple-Element Gas Containers (MEGCs) and Road Tank Vehicles) are both chapters of rules for container safety tests. Part 7 (Provisions Concerning Transport Operations) consists of rules for loading, segregations and other unique features of maritime transport.

Mr. Nonomura explained a system of such rules for transporting dangerous items. There are various requirements applied to the maritime transport of dangerous goods. Giving many specific examples of packaging, marks and labels, segregations, declarations of dangerous goods and the carriage of dangerous goods in limited quantities, he explained flows of the transport of hazardous materials in an easy-to-understand way.

Forwarding Committee Digs into Logistics Scene in Myanmar Through Its 2nd Webinar, Providing Up-to-Date Information

The Forwarding Committee arranged an online seminar on Dec. 14, 2020 to discuss recent developments in logistics in Myanmar. It was a continuation of the similar events held in Oct. 7 and Nov. 9, at which cross-border transport between Myanmar and Thailand as well as up-to-date logistics affairs in Myanmar were studied. Mr. Atsushi Bando from ATTS Consulting Co., Ltd., who were responsible for the last two sessions, returned to the December seminar as lecturer.

In October 2019, the governments of Myanmar and Thailand reached an agreement on cross-border transport, allowing registered trucks from one nation to enter the other. In February 2020, Myanmar logistics service provider Resources Group Logistics (RGL) actually conducted a cross-border trial, operating trucks from its fleet to transport shipments all the way to Laem Chabang, Thailand. Mr. Bando supervised the project on site and submitted a report to the government of Myanmar.

Logistics link between Yangon and Mandalay

Mr. Bando began the online seminar with a briefing on basic information about Myanmar, such as geography, major cities, trunk logistics routes and export and import data. Then, he gave a lecture on logistics in Yangon, the economic center of the nation. Using pictures that he had taken when he was in Myanmar, he delivered a slide presentation on the Yangon River and port and harbor infrastructures along the river; industrial parks, warehouses, inland container depots (ICDs) and dry ports in Thilawa and the greater Yangon metropolitan area; and domestic transport (truck, railway and waterway transport).

There are three means of transport to link Yangon, the largest city in southern Myanmar, with Mandalay in the north,

which are trucks, railways and waterways, said Mr. Bando. Yangon is some 600 kilometers away from Mandalay. There is an expressway between the cities, but trucks are not allowed to travel. Therefore, Route 1 is mainly used to go back and forth. Most services leave one end of the route in the late afternoon and arrive at the other on the following morning. Less-than-truckload (LTL) services are available, but there is excessive competition in the market, generating a price war. Also, there are some dishonest service operators. It is important, for this reason, to pick up reliable service providers from comprehensive assessments, not just from prices offered, according to him.

Rail and river traffic

Twenty- and 40-foot containers can both be moved by rail, which excluded high-cube containers, Mr. Bando stated. A total of 27 wagons (54 TEUs) is maximum at one time. Basically, only bulk cargo can be accepted. Transport services from one dry port to another are operated by RGL and Kelly Logistics.

In domestic waterway transport, cargo loading and unloading activities are

performed by humans, said Mr. Bando. Rice and other primary products are mainly transported. Container carriage by barge is only available among terminals at the Port of Yangon.



Yangon – Mandalay River Traffic

Trucks must travel some 460 kilometers on mountain roads from Mandalay to Muse, a town located on the border with China, said Mr. Bando. It is a rough route with no tunnels and bridges. However, infrastructure improvement projects are ongoing now. It is scheduled that a viaduct will be completed in a few years at the Gokteik Pass, the hardest point to run on the route. Thanks to the Belt and Road Initiative (BRI) being promoted by Beijing, cross-border transport to and from China is expected to grow notably in the future.

Crossborder Trade : Muse and Myawaddy

#		Stations		2019/10/1 - 2020/9/30			2018/10/1 - 2019/9/30		
				Export	Import	Total	Export	Import	Total
1	MUSE	China	Natural Gas	3,032.59	1,836.11	4,868.70	3,156.42	1,761.55	4,917.98
2	LWEJEL	China		112.76	27.99	140.75	122.83	22.05	144.88
3	CHIN SHWEHAW	China		424.95	116.54	541.49	460.36	81.23	541.59
4	KANPITETEE	China		262.34	18.55	280.89	264.11	32.34	296.45
5	KYAING TONG	China/Thailand		2.89	2.15	5.04	6.99	1.53	8.52
6	TARCHILEIK	Thailand		68.21	73.93	142.14	20.11	77.51	97.61
7	MYAWADDY	Thailand		383.48	819.23	1,202.71	211.49	758.36	969.85
8	KAWTHAUNG	Thailand		265.74	94.78	360.52	175.22	38.88	214.10
9	MYEIK	Thailand		55.35	86.40	141.75	121.48	118.04	239.52
10	NABULAE/HTEE KHEE	Thailand	Natural Gas	1,995.20	40.07	2,035.27	2,467.53	144.50	2,612.03
11	MAWTAUNG	Thailand		12.76	6.06	18.82	12.08	7.01	19.09
12	MESE	Thailand		2.48	0.30	2.78	1.14	0.32	1.45
13	SITTWE	India/Banladesh		432.55	304.26	736.81	12.98	1.25	14.23
14	MAUNG DAW	Banladesh		11.49	0.06	11.55	8.91	0.06	8.97
15	TAMU	India		40.55	1.04	41.59	95.39	1.28	96.66
16	RHI	India		48.86	2.03	50.89	82.12	22.47	104.58
17	HTAN TA LAN	India		0.00	0.00	0.00	0.00	0.00	0.00
18	KENGLAP	Laos		0.41	0.00	0.41	0.02	0.00	0.02
TOTAL				7,152.60	3,429.50	10,582.10	7,219.17	3,068.37	10,287.54

(Compiled by ATTS Consulting based on data of Myanmar's Department of Trade)