



# JIFFA REPORT 2021 Winter

JAPAN INTERNATIONAL FREIGHT FORWARDERS ASSOCIATION INC.

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## 1st e-Learning Seminar Held on JIFFA Transport Terms and Conditions Judicial Affairs Committee

The Judicial Affairs Committee held introductory courses on transport terms and conditions in 2018 and 2019 in Osaka, Nagoya and Tokyo. To welcome employees of member freight forwarders from other municipalities as well, JIFFA organized its first-ever online seminar in July-August 2020.

The online seminar was designed to help attendees roughly understand transport terms and conditions and use them to learn relevant laws and regulations when they are on duty in the future. The following subjects were studied during the online class.

- 1) About the JIFFA Transport Terms and Conditions;
- 2) The Bill of Lading (B/L) and the Sea

Waybill;

3) The responsibility and duty of the carrier set forth in JIFFA Transport Terms and Conditions;

4) The responsibility of the carrier's employee (employer) and other parties set forth in JIFFA Transport Terms and Conditions;

5) The responsibility and duty of the shipper set forth in JIFFA Transport Terms and Conditions;

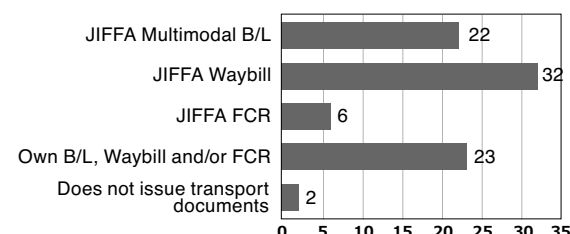
6) The delivery of the goods set forth in the JIFFA Transport Terms and Conditions.

The online seminar began on July 8. Almost all of the 50 students completed the one-

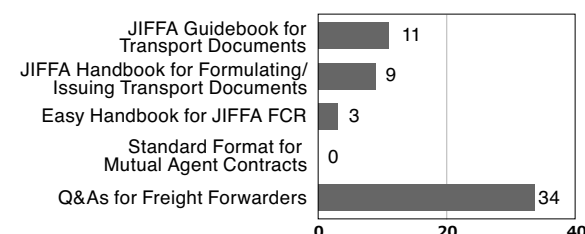
month program that ended on Aug. 7. A survey was conducted after the seminar, which indicated 98% of the attendees had highly rated it, as they understood the subjects. The Judicial Affairs Committee hopes that it will continue to hold ones regularly.



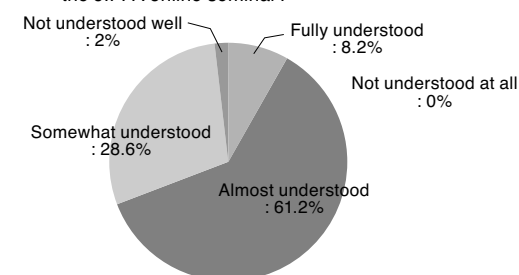
Q 1: Which of the following documents does your company issue ? (multiple answers are allowed)



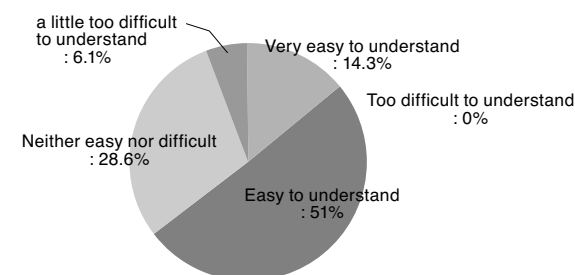
Q 2: Which of the following JIFFA publications have you ever read? (multiple answers are allowed)



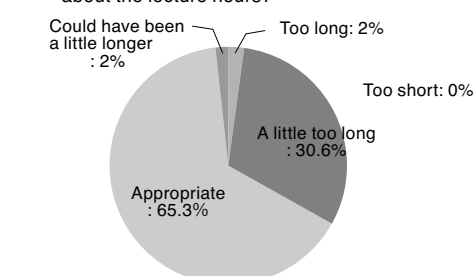
Q 3: Which of the following is best to describe how well you rated the JIFFA online seminar?



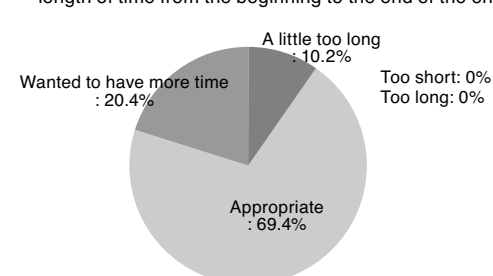
Q 4: Which of the following is best to evaluate the way the lecturer taught?



Q 5: Which of the following is best to describe how you felt about the lecture hours?



Q 6: Which of the following is best to describe how you felt about the overall length of time from the beginning to the end of the online seminar?



## International Freight Forwarders in Japan, China Join Forces JIFFA and CIFA Conclude Memorandum of Understanding

Japan International Freight Forwarders Association Inc. (JIFFA) and the China International Freight Forwarders Association (CIFA) reached agreement online on Oct. 31, 2020 to conclude a memorandum of understanding (MoU) to promote their respective association activities and cultural interchanges between them. Within a framework of mutual cooperation and understanding, the partners will help each other in international freight transport, logistics and custom clearance.

Since it is their intention to collaborate in the development of their activity, both institutions consider it convenient to strengthen their business on international transport, logistics and customs ties and set up and develop their relations within a framework of cooperation and mutual understanding, to offer to the members, the benefits of a business and cultural exchange.

The two parties have agreed to establish an institutional collaboration agreement in accordance with the following:

1. To promote alliance strategies between members of each association.
2. To share information about international transport and logistics rules and regulations and also customs rules and formalities in order to provide our member companies with the development of their business.
3. To manage questions and/or technical and logistics know-how between both associated members.
4. To promote respect for good business practices among both associated members.
5. To diffuse as much as possible this agreement in both institutions in order to favour and extend the co-operation towards new fields.
6. The term of cooperation 5 years from

October 31, 2020 to October 31, 2025. The MOU shall enter into force upon the signatures of both sides by voluntarily in duplicate. The scanned copy shall have the same effect as the original. Matters not covered, to be supplemented after both sides confirmed and communication.

The agreement was signed by Li Zhimin Secretary-General, CIFA and Hisanao Kawachi, Secretary-General, JIFFA.

This agreement is not legally binding on the institutions.

JIFFA has signed Memorandums of Understanding (MoUs) with the following partners so far:

- March 2019: Lithuanian National Association of Forwarders and Logistics (Lithuania)
- November 2019: ATEIA-OLTRA Barcelona (Spain)



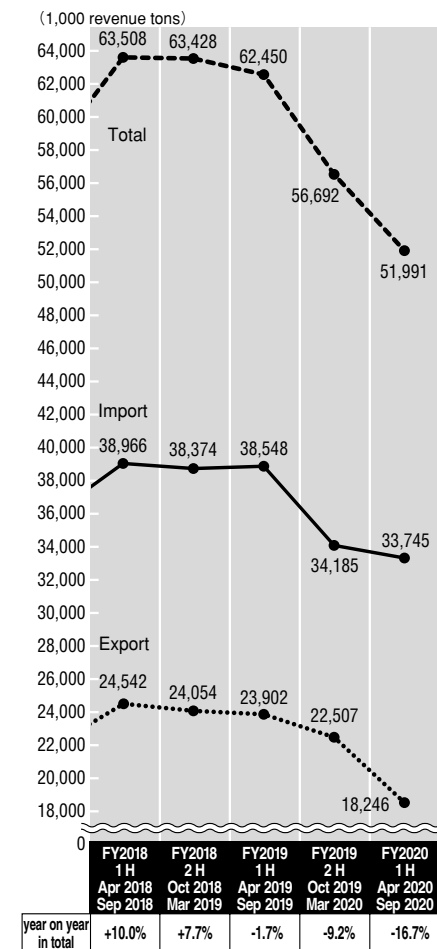
Mr. Li Zhimin



Mr. Hisanao Kawachi

## International Multimodal Shipments to/from Japan Lose Ground in H1 of FY2020 COVID-19 Pandemic Leads Japanese Forwarders to Record Negative Growth

The movement of international freight to and from Japan slowed down notably in the first half of 2020. In April-June, Japan incurred a negative growth of 27.8% (annualized) in GDP, the largest plunge since 1955, the year until which statistics can be traced back. The business had grown stagnant, as the outbreak of novel coronavirus (COVID-19) had placed many cities in the world under a lockdown and urged Tokyo to announce a state of emergency. Although the economy has been picking up since June, the combined volume of shipments exported from Japan by JIFFA member freight forwarders in the first half of fiscal 2020 (April-September) plummeted 23.7% from a year earlier to 18.246 million tons. Falling below the 20-million-ton line for the first time in four years, it was the second largest decrease after the



26.9% registered in the first half of fiscal 2009, the six-month term that came immediately after the bankruptcy of Lehman Brothers Holdings. Meanwhile, imports to Japan fell 12.5% to 33.745 million tons, suffering their first-ever double-digit contraction. In total, exports and imports sank 16.7% to 51.991 million tons, the greatest year-on-year decline ever marked.

### 1) Exports

Oceania was the only destination to which exports from Japan of international multimodal shipments improved from a year earlier in the first half of fiscal 2020. More specifically, they surged 27.6% to 634,000 tons. In contrast, the most significant diminishment was marked in those to India, which waned 64.5% to 253,000 tons. Although India was the 13th leading destination in the first half of 2019, it descended to 18th place. Also, those to Indonesia, Canada and Central/South America almost halved, which dove 49.6%, 49.6% and 49.1%, respectively.

Looking at exports to major destinations, those to China only slid a mild 4.7% to 4.094 million tons, as the Chinese economy had returned to a recovery track earlier than others. As for other major destinations, exports to the U.S. sank 38.5% to 2.087 million tons; to Europe, 28.4% to 1.515 million tons; to South Korea, 7.9% to 1.497 million tons; and to Thailand, 22.5% to 1.115 million tons. The lineup of the top five remained unchanged from a year earlier. The sixth and seventh export destinations switched their positions. Taiwan moved up to sixth place, to which 1.105 million tons of containers were shipped, but quantitatively, they contracted 11.5%. Vietnam was demoted to seventh, to which 1.055 million tons were exported, down 25.7%. Finishing in eighth place, exports to Hong Kong, which ranked 11th a year earlier. They weighed 812,000 tons, which dropped 10.3%

year on year. Those to Africa remained unchanged at ninth, but in terms of volume, they reduced a significant 21% to 759,000 tons. At the bottom of the top 10 were exports to Oceania, which improved from 16th place.

In terms of TEU, exports to China totaled 207,914 TEUs, down 3.6%; to the U.S., 98,447 TEUs, down 28%; to South Korea, 75,304 TEUs, up 4.5%; to Europe, 73,806 TEUs, down 17.3%; and to Taiwan, 57,577 TEUs, down 1.9%.

### 2) Imports

In April-September 2020, imports of international multimodal shipments to Japan were not as sluggish as exports from Japan. However, there were still significant decreases in those from several sources. For example, imports from Central/South America contracted as much as 64.2% from the corresponding six months of fiscal 2019. Exports to and imports from the region both decreased significantly. Those from India fell sharply, too, going down 37.5%, although it was not as stagnant as the decline in exports to the nation.

Regarding imports from leading sources, those from China abated 9.2% to 16.756 million tons; from Vietnam, 10.8% to 2.913 million tons; from Europe, 10% to 2.559 million tons; and from Thailand, 16.5% to 1.915 million tons. The top four sources were remained unchanged from April-September 2019. Imports from South Korea waned 13.7% to 1.904 million tons, but they managed to climb to fifth place. In contrast, those from the U.S. moved down to sixth place, sinking 15.6% to 1.87 million tons. The same import sources filled in seventh, eighth places as a year earlier. In terms of volume, those from Hong Kong amounted to 1.317 million tons, down 28.7%; from Taiwan, 856,000 tons, down 10.1%; and from Indonesia, 842,000 tons, up 1.8%. Hitting the No. 10 place, those from other Asian countries and regions, which

(CONTINUED ON PAGE 3)

## JIFFA holds English, Chinese courses

The Language Training Committee launched its fiscal 2020 Chinese and English courses in September 2020. Full-scale preparations are being implemented to keep students from getting infected with novel coronavirus (COVID-19), requiring them to monitor their body temperatures every time they attend lectures, submit health check sheets at the beginning of a new month, ventilating classrooms regularly and keep sufficient social distances from each other.



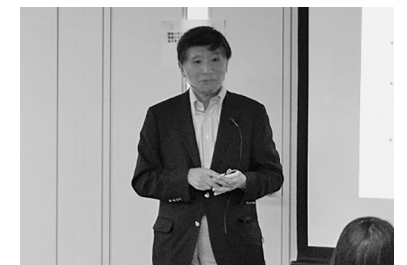
Lecturer: Ms. Fan Ting Ting

Held for the first time in five years, the Chinese course began in Tokyo on Sept. 15. Nine students attended a total of 15 classes, the last one of which ended in mid-December. Seven had taken introductory-level courses and been familiar with the lecturer, while the remaining two had both had much experience of learning Chinese. The classes were given every week for two hours from 18:30 until the final examination was administered.

Meanwhile, the practical English correspondence course was commenced in Tokyo on Sept. 25 with a new lecturer, Mr. Masaharu Nozawa. It was originally going to be held in Tokyo during the first half of fiscal 2020. The Language Training Committee, however, refrained from activities due to the novel coronavirus (COVID-19) pandemic,

postponing it to the second half. The six-month course will continue until March 2021, at which the final examination will be given.

Mr. Nozawa was in charge of the international shipping business at a global logistics service provider. He was stationed in London three time for a total of 14 years. The Language Training Committee hopes that students will improve their English skills by learning practical-level English from the new lecturer who boasts long-year overseas experience.



Lecturer: Mr. Masaharu Nozawa

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came to 649,000 tons in total, up 4.2%.

Looking at imports from the Big Five partners on a TEU basis, those from China stood at 706,956 TEUs, down 4.8%; from Europe, 116,275 TEUs, up 19.4%; from Vietnam, 113,690 TEUs, down 7.6%; from South Korea, 91,217 TEUs, up 11.9%; and from Thailand, 87,109 TEUs, down 12.9%. Containers from the U.S. finished in sixth place by a

very small margin, which came to 86,762 TEUs, down 15%.

### 3) Total of exports and imports

Focusing on the top five partners, exports to and imports from China went down 8.3% year on year to 20.85 million tons in total in the first half of fiscal 2020; to and from Europe, 17.8% to 4.074 million tons; to and from Vietnam, 15.3% to 3.968 million tons; to and from the U.S., 29.5% to 3.957 million

tons; and to and from South Korea, 11.2% to 3.401 million tons.

In terms of TEU, exports to and imports from China amounted to a total of 914,870 TEUs, down 4.5%; to and from Europe, 190,081 TEUs, up 1.9%; to and from the U.S., 185,209 TEUs, down 22.4%; to and from South Korea, 166,521 TEUs, up 8.4%; and to and from Vietnam, 163,744 TEUs, down 6.2%.

International Multimodal Transport Cargo Volumes Handled by JIFFA Members in H1 of FY2020 (TEU)

Ranking	To	Export	Y/Y (%)	From	Import	Y/Y (%)	To/From	Total	Y/Y (%)
1	China	207,914	96.4	China	706,956	95.2	China	914,870	95.5
2	U.S.	98,447	72.0	Europe	116,275	119.4	Europe	190,081	101.9
3	S. Korea	75,304	104.5	Vietnam	113,690	92.4	U.S.	185,209	77.6
4	Europe	73,806	82.7	S. Korea	91,217	111.9	S. Korea	166,521	108.4
5	Taiwan	57,577	98.1	Thailand	87,109	87.1	Vietnam	163,744	93.8
6	Thailand	55,646	75.4	U.S.	86,762	85.0	Thailand	142,755	82.1
7	Vietnam	50,054	97.0	Hong Kong	57,573	83.1	Hong Kong	99,145	86.4
8	Hong Kong	41,572	91.5	Taiwan	34,962	93.9	Taiwan	92,539	96.5
9	Middle East	26,649	60.1	Indonesia	34,252	97.5	Indonesia	51,312	83.3
10	Malaysia	21,954	54.4	Other Asia	25,549	101.5	Malaysia	46,699	69.6
11	Latin America	20,392	65.5	Malaysia	24,745	92.7	Other Asia	45,875	101.2
12	Other Asia	20,326	100.9	Philippines	14,270	79.9	Latin America	32,090	73.7
13	Singapore	18,479	91.4	Singapore	11,788	92.3	Philippines	30,461	74.0
14	Indonesia	17,060	64.4	Latin America	11,698	94.3	Middle East	30,299	63.5
15	Philippines	16,191	69.4	Canada	6,818	72.8	Singapore	30,267	91.8
16	India	13,116	60.8	India	5,959	70.6	India	19,075	63.6
17	Oceania	10,787	89.5	Oceania	5,529	70.0	Oceania	16,316	81.8
18	Africa	6,530	85.3	Middle East	3,650	108.3	Canada	13,114	83.1
19	Canada	6,296	98.0	Africa	1,441	86.3	Africa	7,971	85.5
20	CIS	6,171	85.4	CIS	854	116.8	CIS	7,025	88.2
	Total	844,271	84.1	Total	1,441,097	95.2	Grand Total	2,285,368	90.7

## JIFFA Members Projected to Account for Some 38% In Overall Internodal Container Traffic to/from Japan

It is no wonder that JIFFA-affiliated freight forwarders are curious about their position in the industry, in other words, how much NVOCC-handled shipments account for in the entire volume of those moved on container ships. As such, JIFFA has calculated the shares that its members hold on trade routes on a TEU scale, based on 2019 data provided by global data service providers, such as CTS, IHS, both from the U.K., and others, as well as statistics from the Japan Maritime Center (JMC). Although containing some estimates, their shares can help have an overview of the NVOCC market.

Most significant in the table below is that Hong Kong enjoys considerable shares in both exports and imports. Hong Kong has long been prospering as a free trade port and as a place to attract people, goods and money. In terms of logistics, it has been acting as a gateway in South China to carry seaborne and airborne cargo to mainland China. For this reason, logistics is an important industry there, accounting for as much as 25% of the overall value of production.

Although Hong Kong is just a small administrative region, more than 300 freight forwarders crowd together. On logistics, therefore, they have a great

influence, meaning that shippers depend heavily on them. NVOCCs hold a combined share of some two-thirds in shipments to and from Japan.

To put it the other way around, however, transport contracts directly concluded by beneficial cargo owners (BCOs) only account for one-third. Although handled via Hong Kong, there are many shipments that are virtually moved to and from mainland China, making it very difficult to accurately estimate the quantity of Hong Kong-origin cargo. It is important, for this reason, to take a look at those to and from mainland China at the same time.

In respect to exports to other countries and regions than Hong Kong, JIFFA member forwarders enjoy a combined share of some 40% in those to the U.S. As for shipments to China, South Korea and Taiwan, they hold shares of 35% to 39%. Looking at those to Southeast Asian nations, excluding Indonesia and the Philippines, they have shares of around 40%. In Southeast Asia, NVOCCs are most dominant in exports to and imports from Vietnam.

Accounting for roughly half the market, they boast a share of 43% in the former and 46% in the latter. Although China is the largest market for NVOCCs, but they

only have a share of 38% in exports to the nation. It may look a little too small, but in imports from China, they have a stronger presence, enjoying a share of 48%.

Focusing on the market shares that NVOCCs hold in shipments to and from advanced economies, they account for some 40% in exports to the U.S., but they only have a share of 25% in imports from the nation, meaning that three-quarters of booking are made directly by shippers. They only hold shares of 20% to 29% in both exports to and imports from Europe, indicating that bookings are basically made by non-JIFFA affiliated enterprises.

Overall, NVOCCs hold shares of around 38% in both exports and imports. Their shares were slightly less than 10% in the 1980s and exceeded 30% in 2011, according to estimates made by the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) and market insiders. As such, their presences in exports and imports have both grown by 10% in every 10 years. If containerships continue to be larger in size in the future, it is expected that dependence on NVOCCs will increase accordingly. Shippers have an advantage of being able to benefit from value-added services. It is projected, for these reasons, that NVOCCs will continue to enlarge their shares in the years to come.

Projected Container Volumes to/from Japan and JIFFA Members' Share  
(2019 April 1, 2019 - March 31, 2020)

To/From		Containerized Exports from Japan in TEUs			Containerized Imports to Japan in TEUs		
		from Japan	JIFFA Members	(Share)	To Japan	JIFFA Members	(Share)
United States		660,000	262,607	39.8%	750,000	186,360	24.8%
Europe		590,000	171,641	29.1%	800,000	202,862	25.3%
Asia	S. Korea	400,000	153,998	38.5%	450,000	179,637	39.9%
	China	1,150,000	438,972	38.2%	2,900,000	1,402,610	48.4%
	Taiwan	308,000	114,415	37.1%	230,000	75,679	32.9%
	Hong Kong	135,000	88,589	65.6%	200,000	128,887	64.4%
	Singapore	105,000	40,343	38.4%	48,000	24,895	51.9%
	Thailand	390,000	144,520	37.1%	460,000	195,089	42.4%
	Malaysia	195,000	76,900	39.4%	210,000	56,805	27.0%
	Indonesia	188,000	50,711	27.0%	320,000	75,641	23.6%
	Philippines	175,000	45,034	25.7%	120,000	34,468	28.7%
	Vietnam	240,000	104,457	43.5%	550,000	250,817	45.6%
Others		600,000	286,895	47.8%	750,000	134,041	17.9%
Grand Total		5,136,000	1,979,082	38.5%	7,788,000	2,947,791	37.8%

## Judicial Affairs Committee Organizes Digital Forum on FMC Regulations on International Container Shipping

The Judicial Affairs Committee held an online seminar on Sept. 11, 2020 to discuss the regulations that the U.S. Federal Maritime Commission (FMC) had imposed on seagoing shipments to and from America. The event was scheduled for an earlier date in Tokyo but postponed due to the novel coronavirus (COVID-19) outbreak. A lecture was given by Mr. Mikio Tasaka, a research fellow from Nittsu Research Institute and Consulting, Inc. (NRIC), who had been in charge of shipping management in the U.S. for a long time. In advance to the seminar, a video had been shot at a JIFFA conference room to record his lecture and made available later on YouTube for employees of affiliated freight forwarders.

It was the first seminar on the FMC regulations to be organized by JIFFA since 2014. Several revisions have been made that are important to the freight forwarder and the non-vessel-operating common carrier (NVOCC). In 2018, for example, it was no longer necessary to file the NVOCC Service Arrangement

(NSA) or the Negotiated Rate Agreement (NRA) with the FMC. Also, the forwarder and the NVOCC no longer needed to publicly announce such documents to the federal agency. In consideration of these deregulations, the online seminar was held to focus on the following contents:

1) Transport of the cargo by sea to and from the U.S. governed by the Shipping Act

1-1) Publication of the tariff, which includes copies of the general terms and conditions as well as other transport documents, required by the Shipping Act;

1-2) Service contracts (SCs) that are concluded between shippers and common carriers; and

1-3) NSAs that are signed between the shipper and the NVOCC.

2) FMC as the guardian of the Shipping Act

2-1) History of the FMC;

2-2) FMC's missions and strategies;  
2-3) FMC and the Shipping Act; and  
2-4) Case studies on prohibited conducts that could be subject to the FMC crackdown.

3) FMC crackdown on the carrier

3-1) Actual case of the FMC crackdown

3-2) Strict punitive clauses

The online seminar was viewed by some 110 people. The contents were highly useful and important to employees of affiliated freight forwarders who are now engaged in NVOCC operations to and from North America and those who are planning to launch such operations. They all highly rated the seminar.



Mr. Tasaka gives lecture for video-recording

## Guidebooks Released for Revised Standard Trading Conditions And Forwarder's Cargo Receipt

The Judicial Affairs Committee has released guidebooks for Standard Trading Conditions (STCs) and JIFFA Forwarder's Cargo Receipt (FCR).

STCs are standard terms and conditions for freight forwarders to clarify relations with customers when accepting jobs. The Judicial Affairs Committee instituted ones in 2010, which have since been used by affiliated freight forwarders.

JIFFA has taken a variety of actions to promote JIFFA Standard Trading Conditions (2010) at workshops and on other occasions. However, social conditions and business environments surrounding freight forwarders have changed much more drastically than expected at the time of establishment. As such, voices have been raised suggesting that the conditions be adopted to

today's society. The committee, then, decided to revise them in October 2017 and began full-scale discussions. After spending three years reviewing the conditions, it established new standards in 2020 and published the guidebook.

When discussions on JIFFA Standard Conditions (2020) were reaching a final

phase, the world was unexpectedly hit hard by the novel coronavirus (COVID-19) pandemic. The Judicial Affairs Committee, therefore, began exchanging views urgently on it and decided for the future to add the pandemic and epidemic of contagious diseases as well as crises in public health as factors that exempt freight forwarders from liability.

JIFFA reviewed JIFFA FCR at the same time, which is the set of general terms and conditions set forth on the back of JIFFA STC (2010), and after a series of discussions, came up with a new FCR. The association, as such, completed a guidebook for using the new FCR. It is written in Japanese and English. The Judicial Affairs Committee hopes that it will be used extensively by employees of freight forwarders who are engaged in trading business outside Japan, too.

The new FCR took effect on Oct. 1, 2020.



New FCR form



## Webinar on Myanmar-Thailand Cross-Border Transport and Logistics Attracts More-than-expected Audience Craving for Up-to-date Information

The Forwarding Committee held an online logistics seminar on Oct. 7, 2020 to discuss cross-border transport between Myanmar and Thailand and to introduce up-to-date logistics affairs in Myanmar. As member forwarders are highly interested in logistics in Myanmar, where the local economy is growing rapidly, there were more people wanting to attend the seminar, which only had a capacity for 100 attendees. As such, the committee organized a similar event on Nov. 9. Mr. Atsushi Bando from ATTS Consulting gave lectures at the classes. Having signed a contract with local



Dry port (Pictures by Courtesy of RG Logistics and Kerry Logistics)

52.88 million and a per-capita GDP of US\$1,298. In 2018, it accomplished an inflation-adjusted economic growth rate of 6.7%. Among ASEAN member nations, Myanmar is now attracting great attention, following other members that are moving ahead, such as Thailand, Indonesia, Malaysia and Vietnam. Having a huge national land area and a big population, it is expected to grow considerably in the future. It mainly trades with China and Thailand, which is situated next to Myanmar.

Mr. Bando held discussions on cross-border transport between Thailand and Myanmar, using the slides and video that he produced when he directed truck transport in February 2020. Beginning in Yangon, the project passed Myawaddy, a town in Myanmar located on the border with Thailand, and Mae Sot, a city in Thailand sharing a border with Myanmar, both of which are on the East-West

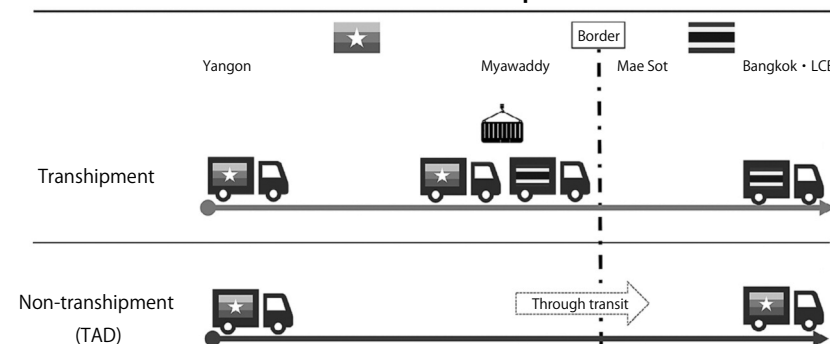
Economic Corridor. Having driven as long as 985 kilometers, it finally reached Laem Chabang, an international seaport in Thailand, without making any transshipment.

When transported by sea between Myanmar and Thailand, shipments need to be moved along the Malay Peninsula, meaning that they must travel some 3,500 kilometers. Therefore, it takes as many as 14 days to transport cargo door-to-door from Yangon to Laem Chabang. When carried overland, in contrast, freight from the Myanmar city can reach the Thai port in a much shorter transit time of four to five days.

Cross-border transport can be carried out between the Southeast Asian economies in two ways. In one way, containers need to be transshipped between Myanmar and Thai trucks, while in the other way, they do not. When they are moved without transshipment, however, there are several rules and regulations to follow. No declarations are required for drivers and vehicles when shipments are transshipped, but when not, declarations are necessary whenever they cross the national border. Also, drivers must obtain a visa. In the non-transshipment system, furthermore, routes and destinations are limited. As such, shorter transit times and lower

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### Cross-border Transport



## JIFFA Participates in Logistics Internship Programs On Internet to Help College Students' Job Opportunities

JIFFA participated in internship programs for the logistics industry organized by the Japan Association for Logistics and Transport. It gave briefings to students at an online job fair on Aug. 22 and at an in-person session in Osaka on Aug. 24, 2020.

Held jointly by JIFFA and Hankyu Hanshin Express Co., Ltd. (HHE), the internet session was viewed by some 130 students, and the Osaka session, by

some 110 students attended. Seminars were given at both events to help students become more interested in the freight forwarding industry. In the first half of the seminars, Mr. Hisanao Kawachi, Executive Director and Secretary-General of JIFFA, gave a lecture on freight forwarding and international multimodal transport. In the second half, HHE spoke of customs clearance, introducing examples of transporting

pharmaceuticals and medical equipment. The attendees were encouraged to learn more about and feel the appeal of freight forwarders.

Many of the students attending the seminars had clear objectives. For example, they want to do business globally, are interested in customs clearance, would like to become engaged in international logistics, and so forth. They worked very hard throughout the programs. JIFFA intends to continue to promote activities to develop human resources.



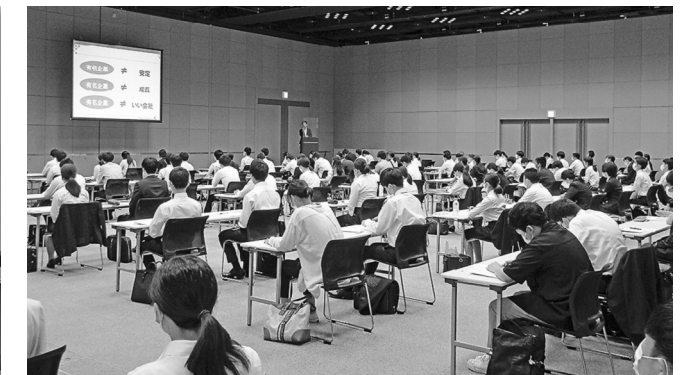
Mr. Kawachi delivers lecture on freight forwarding



Group session by Hankyu Hanshin Express



Group session on pharmaceuticals



Main hall session

## Webinar on Myanmar-Thailand Cross-Border Transport

(CONTINUED FROM PAGE 6)

costs than the transshipment system are not as advantageous. It is also necessary

to take note that rules and regulations in Myanmar are stricter than those in Thailand.



Thilawa SEZ (by courtesy of Thilawa SEZ Management Committee)

In cross-border transport, rates for moving 40-foot containers are higher by as much as \$700 per unit than those in seaborne transport, regardless of whether they are transshipment or not between Myanmar and Thailand.

Bando said in his presentation that freight rate standards could change when there are more shipments handled between the economies in the future. He also pointed out that it is, therefore, necessary to work together with local logistics service providers to develop and improve services.