



## Report on 2021 FIATA General Meeting

The International Federation of Freight Forwarders Associations (FIATA) organized its 2021 general meeting online to prevent coronavirus infections from expanding, as it did in the previous year. The federation, scheduled to meet in person in Busan, South Korea in 2020 and Brussels, Belgium in 2021, hoped to resume a face-to-face meeting hopefully in 2022. Some 250 representatives from member countries and regions logged on to Zoom Meetings to attend the meeting, which was held from 12:45 to 15:15 CET on Nov. 18, 2021. On behalf of Japan International Freight Forwarders Association (JIFFA), Secretary-General Hisanao Kawachi was present.

Before the general meeting began, FIATA President Basil Pietersen gave the opening address, commenting on the digitalization efforts that the federation is making, such as the introduction of electronic bills of lading (eB/Ls), and how important they are. Following the presidential message, the meeting was moved forward in accordance with the following proceedings.

### Proceedings:

- 1) Approval of the proceedings of the general meeting held in 2021;
- 2) Approval of the entry of two new association members;
- 3) Suspension of one association member;
- 4) Approval of the 2021 account settlement report;
- 5) Approval of considerations on member due revisions in and after 2022;
- 6) Approval of an income-and-expenditure budget for 2022;
- 7) Election/approval of FIATA leadership members; and
- 8) Election/approval of FIATA institute members.

As the general meeting was convened in a year when the FIATA leadership

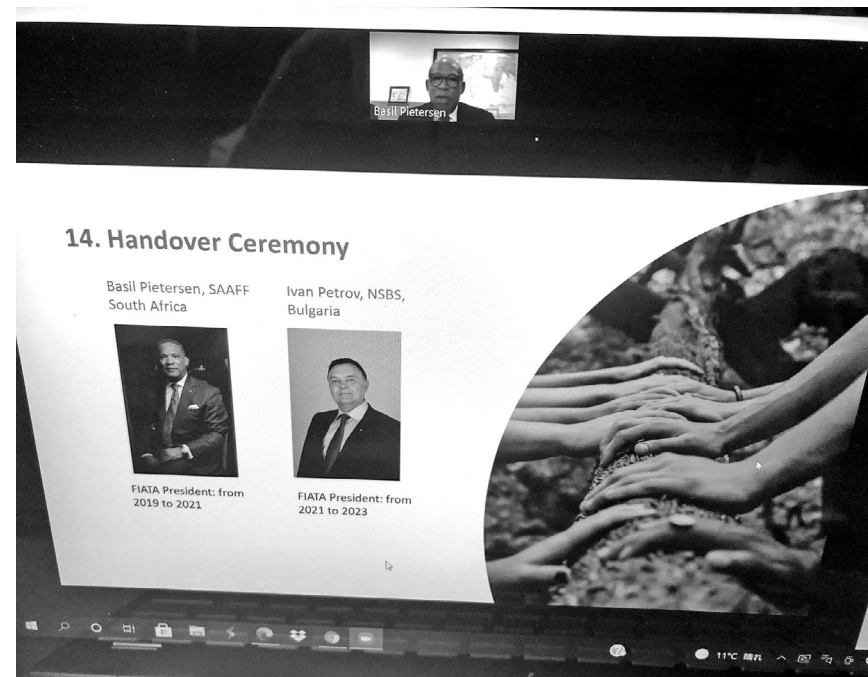
members' term expired, an online election was held. The meeting began with full preparation, as rehearsals had been made for several days in advance. The election was, therefore, completed without a hitch. President Pietersen stepped down from the presidency at the meeting. Instead, Mr. Ivan Petrof, secretary-general of the European Association for Forwarding, Transport, Logistics and Customs Services (CLECAT) and vice chairman of the board of directors at the Bulgarian National Freight Forwarding Association (NSBS), succeeded to Mr. Pietersen. A new treasurer and secretary-general were also elected. Mr. Galo Molina, president of the Ecuadorian Association of Freight and Logistics Agencies (ASEACI) assumed the former post, and Mr. Robert Keen, director-general of the British International Freight Association (BIFA), the latter. After new appointments to major leadership posts were approved, vice presidents and institute chairs were also elected and approved.

FIATA welcomed new members at the general meeting, which were the Council for the Regulation of Freight Forwarding (CRFFN) from Nigeria and the Kosovo

Local and International Freight Forwarding Association (KLIFFA).

Prior to the general meeting, the FIATA Region Asia-Pacific (RAP) convened an online session on Sept. 7, at which a new chair candidate was selected. At the general meeting, a new organization of the RAP was settled. At a Sept. 17 meeting, a briefing was given on Freight-Pay, a platform developed by FIATA to allow members to pay and receive freight rates and make other payments with each other online. Information was shared on movements worldwide to implement new and additional carrier surcharges. Also, FIATA institutes made activity reports.

FIATA will meet next time in Busan, South Korea on Sept. 11-16, 2022 under the theme of "Uniting for Global Solutions." For member freight forwarders associations, meetings will be convened of institutes, advisory bodies and standing committees. A Young Logistics Professionals (YLP) session is also scheduled, while regional meetings will be held, followed by the opening session of the FIATA World Congress (FWC). In respect to ongoing important issues, panel discussions will be held on the introduction of digitalization in the logistics business, shipping crisis, trade facilitation and workforce shortages.



# JIFFA REPORT 2022 Summer

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## JIFFA Holds 11th General Assembly Education, Training Programs to be Held in Person in FY2022

Japan International Freight Forwarders Association (JIFFA) held its 11th general annual assembly at 16:00 on Thursday, June 16, 2022 in banquet room Primavera at the Dai-Ichi Hotel Tokyo in Minato Ward. Out of the 510 regular members, 77 were present, while proxy statements were submitted by 293 for a total of 370.

After giving the opening address prior to advancing proceedings, Chairman Junichiro Watanabe was elected by the attending regular members to preside over the meeting. First, Senior Executive Director Kazuyoshi Yamauchi gave briefings on 1-(1): a fiscal 2021 business report and 2-(1): a fiscal 2021 account settlement report. When auditing reports were made by Auditor Daisuke Miyakawa, the account settlement report was approved. Then, 1-(2): a fiscal 2022 business plan and income and expenditure report was made. As for 2-(2): the election of secretariat members, the term of the incumbent members expires this fiscal year. Twenty-four

commissioners and two auditors were placed before the meeting and approved. After the general assembly, commissioners met for their 47th meeting, at which Mr. Munenori Kimura assumed the vice-chairmanship.

In fiscal 2022, JIFFA will hold its annual courses for certifying international intermodal transport specialists in Tokyo and Osaka, and workshops for mid-career and new employees, practical English correspondence and Chinese courses and other events in Tokyo. It will also consider giving an online English presentation contest. As for other business plans, JIFFA will hold seminars on Southeast Asian languages, conduct surveys on logistics in other countries and regions, give online introductory courses to learn the JIFFA transport terms and conditions, arrange logistics tours for children, allow students to participate in internships in the logistics industry, consider producing educational videos, share International Federation of Freight Forwarders Association (FIATA) information with



Chairman Junichiro Watanabe

member freight forwarders, promote its transport-related and other documents, work with the government of Japan's committee and working group for promoting port and harbor computerization (cyber ports), consider holding logistics seminars and attend meetings convened by governmental and industry organizations.

Chairman Watanabe's opening address is outlined below.

I would like to deliver a message at the beginning of the 11th general annual assembly of Japan International Freight Forwarders Association. In the ongoing difficult situations where uncertainties are persisting, JIFFA activities are being advanced smoothly. I would like to take this opportunity to express my deepest gratitude to you all for supporting and helping us.

Fiscal 2021 (April 2021-March 2022) was a year in which supply chains was constantly disrupted, as logistics turmoil resulting from the coronavirus pandemic—namely, containership capacity shortages and schedule upsets—was not eased. Supply chains could not satisfy

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General Assembly

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demand, while marine freight rates hovered at high levels. Such adverse factors were on top of labor and material shortages. Consequently, inflation has been accelerating in the U.S. and Europe.

Concerned about such a situation since an early stage, JIFFA has, to stabilize maritime transport, exchanged information with industry and other organizations and made requests to the government of Japan and relevant associations to take actions. Although there are signs of improvement now, it is still unpredictable due to the crisis in Ukraine, developments in the labor-management negotiations on the U.S. West Coast, the anti-COVID measures taken in China and so forth.

In such difficult times, the combined volume of NVOCC cargo that JIFFA-affiliated freight forwarders imported to and exported from Japan in fiscal 2021 amounted to 122.48 million tons. From the previous fiscal year, it swelled 8.9% and accomplished its first year-on-year improvement in three years. In the first half alone, there was a much more notable rise of 17.4%, partly because it rebounded from a severe decline in the previous fiscal year. In the second half, meanwhile, there was an increase of 1.6%. Although it was only moderate growth, throughput itself was nearly

unchanged from the corresponding term of the previous fiscal year, when it increased sharply. At a time when the Japanese economy was only mildly expanding, registering a real-term GDP growth of 2.2% from the previous fiscal year, our member NVOCCs' combined throughput almost returned to a pre-pandemic level in 2018. This is solely the fruit of the tremendous efforts they made. I would like to show my respect to them once again.

In respect to membership expansion, the number of JIFFA members as of June 1 was greater by five than a year earlier. Currently, regular members amount to 512, and supporting members consist of 15 businesses and 10 organizations for a total of 537. Under such a circumstance, JIFFA is steadily growing thanks to you all. Although supply chains are in a chaotic environment worldwide, I believe the roles that freight forwarders should fulfill and their future are valued afresh.

To live up to expectations and requests from members, JIFFA will continue to powerfully promote support programs to develop human resources—through education and training, in particular—and strive to help the freight forwarding industry grow further even in times of hardship.

Due to the coronavirus pandemic, JIFFA was left with no choice but to cancel

some of its activities last fiscal year, including a survey on overseas logistics affairs. By staying active in holding various seminars and other events online, nevertheless, we managed to share with member freight forwarders the current state of, challenges facing, the future development of the forwarding industry and other information. We have continued to give language courses in person despite the COVID-19 pandemic. This year, in addition, we will work hard on other in-person training programs as well that we have organized on smaller scales in the last few years.

As the coronavirus pandemic has increased opportunities for online activities, it is becoming more and more important to promote digitalization in the freight forwarding industry, too. JIFFA will, for its part, cooperate with efforts to use digital transformation (DX), such as tasks related to port and harbor services and customs-house duties. We also intend to promote the digitalization of the JIFFA Multimodal Transport Bill of Lading (MT B/L) and the JIFFA Waybill, both of which have already been used by many members on a daily basis. We will also keep an eye on developments within the forwarding industry and address challenges through communication with FIATA and other overseas associations as well as domestic organizations.

## Workshop to Commemorate JIFFA's 40th Anniversary Future State of Freight Forwarders Projecting Global Logistics in Mid-21st Century

The Public Relations Committee organized an online seminar on Tuesday, Feb. 8, 2022 to foresee how freight forwarders should change and act to respond to changes in a post-COVID era. Mr. Mikio Tasaka, a research fellow from NX Logistics Research Institute and Consulting, gave a lecture, entitled "Future State of Freight Forwarders—Projecting Global Logistics in mid-21st Century."

Below is an outline of Mr. Tasaka's lecture.

**Roadmaps the Japanese logistics industry should take in the next 10-20 years**

**1) Standardization of trailers, shipping containers unit load devices (ULDs) including pallets**

Japan needs to standardize trailers, shipping containers and ULDs including pallets. When automation, manpower reduction and unmanned operations are promoted, it is necessary to standardize various things. However, some things can hardly be standardized unless operations themselves are standardized. Only



because pallets of the same size are used in Europe and the U.S., operations in warehouses can be standardized. In Japan, in contrast, pallets used inside factories and to deliver shipments out of factories

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## International Intermodal Cargo to/from Japan in H2 of FY2021 Exports Decrease Mildly Due to Fall in Those to China; Imports Remain Massive

Japan International Freight Forwarders Association (JIFFA)-affiliated freight forwarders moved a total of 61.461 million tons of international intermodal cargo to and from Japan in the second half of fiscal 2021 (October 2021-March 2022), which only increased by a milder 1.6% from the corresponding six months of the previous fiscal year.

In the first half (April-September), imports and exports both expanded notably, rebounding from severe declines incurred a year earlier due to lockdowns worldwide and the state of emergency declaration in Japan.

In the second half, imports grew by 5.4% year on year to 37.896 million tons. Meanwhile, exports weighed 23.565 million tons, which shrank by 4.1% from the second half of the previous year but were higher by 4.7% from the same six months of fiscal 2019.

On a full-year scale, imports picked up 7.6% to 74,988 million tons in fiscal 2021, while exports were more favorable—thanks to the abovementioned rebounding growth in the first half—marking a double-digit improvement of 10.9% to amount to 47.49 million tons.

Imports and exports totaled 122,478 million tons, swelling by 8.9% and accomplishing their first year-on-year gain in three years.

### Exports

The combined volume of international intermodal cargo that JIFFA affiliates exported from Japan in October 2021-March 2022 totaled 23.565 million tons, which sank by 4.1% year on year. It has, nevertheless, returned to its pre-pandemic levels in the first and second halves of fiscal 2019. The decline was made mostly by sluggishness in exports to China, the leading destination of shipments from Japan, which waned by 5.6% to 4.817 million tons. Coming in second place, those to the U.S. gained from a year earlier, up 7.9% to 3.036 million tons, but failed to recover their volume in the second half of fiscal 2019 (3.11 million tons), when the COVID-19 pandemic began. Exports to

Europe grew by double digits to finish in third place, soaring by 11.7% to 2.096 million tons.

Those to South Korea jumped so notable a 23.1% to 1,851 million tons as to step up from sixth to fourth place. The fifth-largest destination was Thailand, but exports to it sank by 9.5% to 1.464 million tons. Those to Vietnam were sluggish, too, plunging by 22.4% to 1.208 million tons to end up in sixth place.

Exports to China aggregated 248,809 TEUs, up 4%, accounting for the largest part in TEU terms as well. As for those to other destinations, 122,304 TEUs were transported to the U.S., up 3.5%; 96,675 TEUs to South Korea, up 20.8%; 95,988 TEUs to Europe, up 14.8%; and 77,174 TEUs to Thailand, up 1.6%.

### Imports

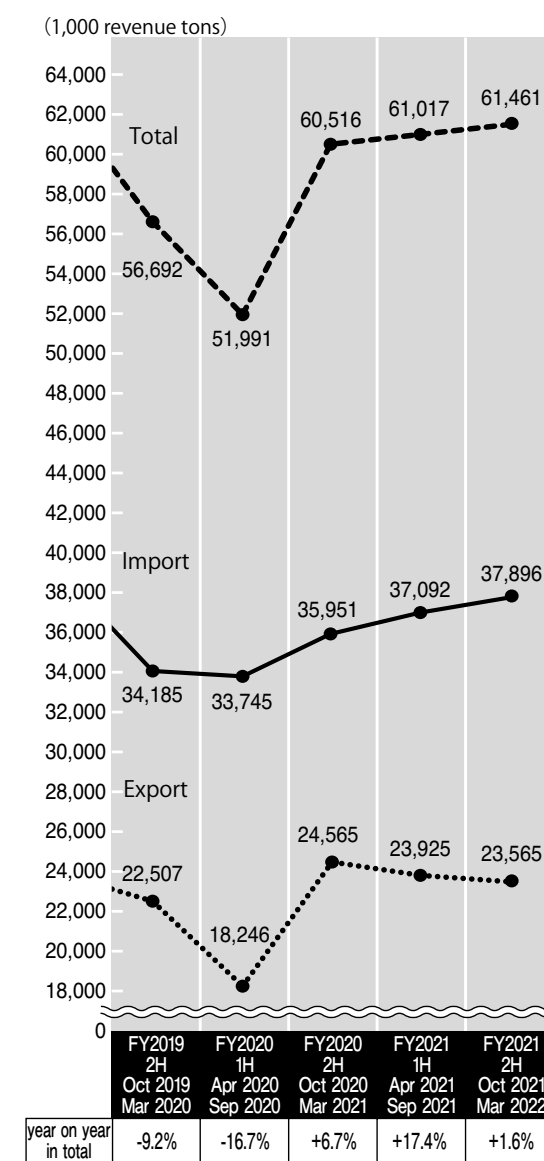
JIFFA members imported 37.896 million tons of international intermodal cargo to Japan in the second half of last fiscal year, which inflated by 5.4% from a year earlier.

Imports have remained on an upward trend since the second half of fiscal 2020. By source, 18,983 million tons were transported from China, up 5.2%, holding the leading share of the pie.

Ranked second were those from Vietnam, which rose by 10.2% to 3.39 million tons. Intermodal cargo from Thailand waned in terms of volume, sinking by 0.5% to 2.379 million tons but managed to advance to third place. Imports from Europe fell by 1.9% to 2.367 million tons, finishing in fourth. The U.S. came at the bottom of the top five, from which 1.888 million tons were imported, down 0.8%.

On a TEU scale, imports from China went down 3.2% to 826,430 TEUs; from Vietnam, up 2% to 122,786 TEUs; from Europe, up 3.8% to 112,582

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## Practical English Webinars Given for Forwarders

JIFFA hosted online seminars on March 23 and 29, at which its secretariat synchronized a PowerPoint textbook with the recording of an in-person seminar held in September 2013 as an advanced class of the practical English correspondence course its Language Training Committee began in 1988. The webinars were arranged to meet requests from students who had attended Mr. Masashige Yamada's lectures and wanted to step up to higher levels. The regular practical English correspondence course consists of 36 classes held on 12 days. Although given more intensively, the webinars turned out to be a great opportunity for attendees to see and brush up their English skills.

Provided in person, the regular practical English correspondence course can only be held at limited locations, meaning that only limited people can participate. However, there were no such limitations in the webinars; as such, they were attended by people from Hokkaido in the north and Kyushu in the

south. They were held in a similar structure to the one recorded in September 2013. Warm-up exams were given, while the attendees had been required to make preparatory study. Having several breaks, the three-hour classes were completed successfully, although they may have run too fast. Some of the students had expected they would learn specific English usages for logistics, but in fact, a wider variety of topics were discussed based on the lecturer's knowledge and experience, ranging from basic writing skills to how native speakers think and feel as well as things that Japanese people would say from their Japanese intuitions but cannot be understood by native speakers. In addition to the PowerPoint textbook, the webinars were given on the basis of the eighth edition of "Kokusai Butsuryu Eigo" (English for International Logistics), a book written by Mr. Yamada. JIFFA hopes the attendees will make use of it as a powerful tool for English communication in the future.



Mr. Masashige Yamada extends video greetings (recorded in Yokkaichi in November 2021).

A survey indicated that 86% of those who responded said the webinars were helpful. The survey also asked them to comment on the seminars on the whole. Some claimed that it is necessary to deliver information in different ways, as they had expected live-streaming classes simply because not much information had been distributed to tell them they would just be online seminars. Other suggested the three-hour time frame be reconsidered, and that one class be held in two sessions. Although the webinars were good enough to convey the lecturer's enthusiasm at that time, there were several things to be edited, such as noise. By learning from survey responses, the Language Training Committee will hold discussions and hold similar events of higher quality this fiscal year.

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are different. As such, when trucks are loaded with shipments, pallets must be removed, and the shipments are carried in manually. When they arrive at logistics centers, they are moved on the centers' pallets manually again. When they are delivered to customers, then, they are again loaded on vehicles in bulk. When they reach customers' facilities, truck drivers, this time, place them on pallets prepared by the customers. Considering the situation that Japan's logistics is in now, there is no time to make such efforts. If contactless operations and manpower reduction are to be promoted, standardization is necessary to the extent that pallets will not even have to be touched at all—from when goods leave production lines at factories—by way of logistics and other centers—to when they reach customers' facilities as long as they can be moved on pallets. Prior to

standardizing pallets, shipping containers need to be standardized. Even if so, factories and logistics facilities in Japan do not have such extensive areas. If this is the case, city planning must be made first to review specific-use areas including urbanization promotion zones. The private sectors cannot do these things alone; therefore, support from the public sector is needed. That it to say, private business operators must, then, do what they can alone and by helping each other, such as the standardization of truck, trailer and container specifications and devices.

### 2) Standardization of data formats and code systems

As for data formats and code systems, in Japan, standardization has been introduced in "vertical" business transaction relationships. Standardization in business transaction relationships is

being made in Japan, for example, between makers and retailers, makers and wholesalers, wholesalers and retailers, logistics service providers and shippers and so on. However, pallets, invoices, data formats and code systems must all be standardized not only vertically but also "horizontally," if they are for the same consumer goods; in other words, if processed food, medical products, cosmetics, other daily necessities and beverages are to be handled uniformly. This is not practiced in Japan. Unless it is done, standardization will not proceed smoothly. If standardization does not proceed, it could mean that digitalization will not be realized. If digitalization is not realized, DX could not be achieved forever.

In the world, digitalized providers, including freight forwarders, logistics SaaS and logistics marketplaces, are in the market, playing digitalization roles.

## FY2021 Course for Qualifying International Intermodal Transport Specialists

The Education Committee held its annual course for qualifying international intermodal transport specialists in Tokyo on Oct. 7-Nov. 16 and in Nagoya on Oct. 14-Nov. 25, 2021. The sessions were both given in 30 classes in 10 days.

To keep coronavirus infections from spreading, the course reduced the number of attendees by half as it did in the previous fiscal year. Prevention measures were fully taken, requiring attendees to wear masks, wash their hands and sanitize them with alcohol; measuring their body temperatures when they entered the classroom; and having one student use one desk.

On Dec. 8, the unified final examination was given in Tokyo and Nagoya. A total of 101 students took the exam, and 97 passed, newly becoming international intermodal

transport specialists.

The total number of international intermodal transport specialists that JIFFA produces has reached 6,288.

On Jan. 19, 2022, a ceremony was held at the JIFFA secretariat office to confer certificates of completion to five

top performers, one of which could not make it for some reasons. Chairman Junichiro Watanabe said that he hopes the students will make full use of what they had

learned from the course in daily routines. The certificates of completion were given to them.

After the ceremony, the chairman had a meeting with the leaders of the Education Committee, at which comments on the course from the top performers were unveiled.

The highest score was 90 points, while the average was 75.5.



## Fiscal 2021 Introductory Chinese, Practical English Correspondence Courses in Tokyo Ceremony Held to Confer Certificates to Top Performers

JIFFA held a ceremony on Feb. 2, 2022 to confer certificates of completion to top performers of its annual language courses.

The fiscal 2021 introductory Chinese and practical English correspondence courses were both opened in Tokyo in June 2021, with all programs completed in November and December, respectively. The Chinese course consisted of 15 classes (one class a day), and the English course, 36 classes (three classes a day). After the respective final examinations, the grading committee held a meeting to pick up high achievers.

Present at the ceremony, Chairman Junichiro Watanabe conferred certificates of completion to three students from the Chinese course and two from the English course. "As writing is a very basic thing to learn, I believe that if you master it, you will be able to have smoother conversation and better communication," he said. "I hope that you will make effective use in daily business routines of

the valuable assets that you acquired in the course."

After the ceremony, the attendees spent a sociable time, while becoming nervous but rejoicing at their achievements. In an interview with an industrial publication, they said what had made them take the courses, what hard times they had during the coronavirus pandemic and while attending the courses, how they cooperate with their

workplaces and what they want to do and become in the future.

The introductory Chinese course was attended by six students, all of whom passed the



final examination, while the practical English correspondence course was attended by 20, 18 of which passed the final.





## 18th Edition of JIFFA's Report on Japanese Freight Forwarders Operating Abroad, Overseas Forwarders Doing Business in Japan

The first survey on Japanese freight forwarders going overseas was conducted in 1983. In those days, a very small number of Japan International Freight Forwarders Association (JIFFA) members were expanding their business operations outside Japan. Over the last 40 years, however, Japanese forwarders have constantly made inroads into other countries and regions amid great changes of the times, enhancing systems and services.

JIFFA has, in the meantime, conducted surveys on a regular basis to 1) create lists containing as much information as possible on the overseas development of member forwarders and 2) collect as numerical data as possible and compile statistics to analyze trends over time. We have now published the 18th edition of our report on Japanese forwarders operating outside Japan and overseas forwarders operating in Japan. We are grateful again for all members to provide information and cooperate with us in other ways.

Following is an outline of the 18th edition.

### 1) Japanese freight forwarders having operations outside Japan

1-1) The section has been greatly enlarged in which forwarders are listed by the countries and regions where they do business. JIFFA members have business footholds at 1,307 locations outside

Japan (as of the beginning of 2022). Information on their overseas developments (e.g., the names of their business footholds, the number of employees and local offices they have and the types of business activities they do) is listed by country and region as well as business foothold. The latest edition can now be used—as an upgraded database—not only by members who share information with each other, but also by non-members, such as shippers that intend to build supply chains overseas.

1-2) The number of overseas business bases in operation now and when they went into operation are newly included. Meanwhile, a variety of tables and graphs have remained unchanged in conventional formats. Referring to such information makes it easier to see historical developments in overseas expansions and recent trends.

### 2) Overseas freight forwarders operating in Japan

The number has been on the rise in recent years of overseas operators either registered with the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) as first-class non-vessel-operating common carriers (NVOCCs) or having permission from the MLIT as second-class NVOCCs, according to JIFFA. Players in the industry are becoming more and more international.

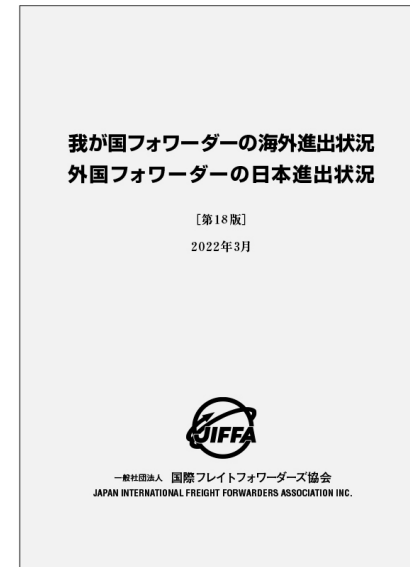
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TEUs; from Thailand, up 0.9% to 93,539 TEUs; and from South Korea, up 8.6% to 92,616 TEUs.

### Export/import total

In the second half of fiscal 2022, JIFFA member forwarders carried 61.461 million tons of international intermodal freight to and from Japan in total, which swelled by 1.6% from the same months of the previous fiscal year. It has

continued to increase since returning to the 60-million-ton line for the first time in three halves in October 2020-March 2021. To and from China, 23.8 million tons were moved, up 2.8% from a year earlier, helping it the leading trade partner to Japan. China was followed by the U.S., to and from which 4.924 million tons were hauled, up 4.4%. Placing third, shipments to and from Vietnam dipped by 0.8% to 4.598 million tons. Those to and from Europe hiked by 4.1% to



As of the beginning of 2022, 266 such overseas operators have been either registered with or gained permission from the ministry (including 74 JIFFA members). The latest edition of our report carries hot information given by 47 of the registered and permitted operators from overseas. Along with information on Japanese freight forwarders, we intend to further improve our report in the future to make it a database to be used even more extensively. The 18th edition of our reports on Japanese forwarders operating outside Japan and overseas forwarders operating in Japan is available for sale at ¥2,200 per copy (including tax) for members and ¥2,750 per copy (including tax) for non-members.

4.463 million tons, winning fourth place. Thailand came at the bottom of the top five, to and from which 3.843 million tons were transported, down 4.1%.

In terms of TEU, exports to and imports from China totaled 1,075,239 TEUs, down 1.6%; to and from Europe, 208,570 TEUs, up 8.6%; to and from the U.S., 193,479 TEUs, up 4.2%; to and from Vietnam, 177,649 TEUs, down 2.1%; and to and from Thailand, 170,713 TEUs, up 1.2%.

## JIFFA Logistics Seminar “Present and Future of the Port of Los Angeles”

The Forwarding Committee organizes a logistics seminar every year to discuss subjects that JIFFA members are interested in. At a time when container trade is disrupted worldwide under the influence of the coronavirus pandemic, the committee decided to focus on congestion on the North America route and have the Port of Los Angeles deliver a live-streaming lecture on congestion at the port, the actions being taken to ease congestion and so on. A gist of the logistics seminar, which was held on Oct. 28, 2021, is as follows.



The lecture began with an outline of the scale and other aspects of San Pedro Bay, where the twin big ports of Los Angeles and Long Beach are located. Los Angeles has grown through well planned capital investments that have been made in the anticipation that an annual growth rate of some 4% would continue. Container throughput at the port was on a downward trend from 2018 to the first half of 2020 due to the trade frictions between the U.S. and China and the

COVID-19 pandemic. However, it has since been surging because of consumption recovery in the U.S. It was also discussed that Los Angeles is now running out of space for cargo handling, as shipments moved on ever-enlarging cargo freighters are mostly carried to and from the U.S. As such, it is now experiencing an unprecedented busy time in its 114-year history.

Many of the containerized shipments delivered out of container yards after arriving in the U.S. are either 1) relayed to trucking service providers on chassis or 2) forwarded to inland facilities by rail. Currently, containers and chassis described in 1) are piled up not only at container yards but elsewhere in the U.S. as well, bringing about delays in picking up and repositioning containers. With specific data, it was described the situation is a major factor behind the ongoing port congestion. It was also explained that as many American truck drivers are independent, it is difficult for trucking service companies to exercise effective

control over them.

The U.S. government recently announced the Port of Los Angeles would begin operating 24 hours a day, seven days a week. To ease cargo and equipment congestion across the U.S., however, the lecture indicated that it is necessary to have cooperation not only from the port, but also from beneficial cargo owners (BCOs) and logistics warehouses. The latest information was given on a container excess dwell fee to be imposed in November on containerized shipments that stay over long periods of time at the ports of Los Angeles and Long Beach. It was stressed in the lecture that to ease congestion, Los Angeles had been left with no other choice than to take such measures.

The renewal of U.S. West Coast labor-management agreements at the end of June 2022 was discussed near the end of the lecture. The Port of Los Angeles said that a one-year extension would be grateful, but that although prenegotiations will begin in December, it is difficult to project what points of issue labor and management will focus on after them, how negotiations will advance or how they reach an agreement.

Port of Los Angeles - Container Volume			
In TEUs	2020	2021	% Change
Jan 2020 – Sep. 2020 vs Jan 2021 – Sep. 2021	6,463,735	8,176,917	+26.5%
In TEUs	2020	2021	% Change
Sep. 2020 vs Sep. 2021	883,624	903,864	+2.29%

• Busiest 9 months in Port's 114-year history  
 • Averaging 900,000 TEUs over 10 months

Where Stand Today		
<b>Ships at Anchor</b>  Avg. Days at Anchor: 13.3days (10/27)	<b>Containers Left in Terminal</b>  Days After Discharge: Local: 5.4 IPI: 3.7 day (10/27)	<b>Warehouses Full; Equipment Held</b>  Street Dwell Time: 8.7days/ 20' 9.3days/40' (10/27)

