



FIATA Convenes 2022 World Congress JIFFA

The International Federation of Freight Forwarders Associations (FIATA), of which JIFFA is a regular member, convened its annual World Congress in Busan, South Korea on Sept. 12-16, 2022. FIATA held its first in-person meeting in three years, which was attended either in person or online by a total of more than 1,000 local people, according to the organizer. JIFFA took part in the event online.

On days 1 and 2, FIATA in-house units the Airfreight Institute (AI), the Multimodal Transport Institute (MTI), the FIATA Logistics Institute (FLI), the Custom Affairs Institute (CAI), the Advisory Board on Legal Matters (ABLM), the Advisory Board on International Affairs (ABIA), the Advisory Board on Safety and Security (ABSS), and the Advisory Board on Information Technology (ABIT)/made reports on activities they had conducted and will conduct. The Multimodal Transport Institute (MTI), which has strong business relations with JIFFA, indicated that there had been 93 cases in which shipping companies impose unreasonable demurrage and detention charges. The institute also discussed many other interesting subjects, such as the vertical integration of shipping companies (e.g., expanding business to custom clearance, logistics and other services), shifts to detour routes under Russia's invasion of Ukraine and the promotion of the use of railway transport documents.

Mr. Mark Bromley, chair of the MTI, is a member of the United Nations Economic Commission for Europe (UNECE), of which the chair of the ABIT is also a member. They are both promoting the electronification of contracts for the international carriage of

goods by road (CMRs). Mr. Bromley said that FIATA's Working Group Sea, Working Group Rail and Working Group Road will all work to put sustainability-related assignments into practice and promote better horizontal integrations in each transport mode.

Mr. Steve Parker, chair of the CAI, claimed that governments are increasing support for digitalization efforts amid the COVID-19 pandemic. He also said that it is necessary to enhance recoverability in case operators are at risk of not being able to remain in business and, as a cross-institute effort, to standardize and harmonize cargo information at higher levels in partnership with the ABSS. Mr. Parker particularly focused on the Import Control System 2 (ICS2), which is expected to take effect in Europe in March 2023, and pointed out possible impacts on non-vessel-operating common carriers (NVOCCs). To make the authorized economic operator (AEO) system to work more effectively, the CAI is working—together with the World Customs Organization (WCO)—to



encourage small and midsize operators to be certified as an AEO and computerize customs clearance formalities.

On Day 3, representatives from Africa and the Middle East, the Americas, Asia-Pacific and Europe delivered presentations at a meeting entitled the "Young Logistics Professionals Award."

On days 4 and 5, panel discussions were held with invited experts. Panelists discussed on various subjects that were logistics circumstances in South Korea, the recruitment and development of human resources, challenges in a new shipping world, digital supply chains and the return of geopolitics in trade.

The World Congress, the most important FIATA event, is scheduled to meet in Brussels, Belgium in 2023, Panama in 2024 and Vietnam in 2025.



JIFFA REPORT 2023 Winter

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Issued in March 2023

New Year's Message Japan International Freight Forwarders Association

Happy New Year !

At the beginning of New Year, I wish all Japan International Freight Forwarders Association (JIFFA) members a healthy and prosperous year, and deeply hope that your companies and our industry will both grow further.

Last year, we gradually began resuming our pre-pandemic lives. Russia's invasion of Ukraine, however, had an adverse impact on resource and food prices, accelerating inflation across the globe. Governments are taking various actions to control inflation, but due to surging labor costs resulting from manpower shortages, supply-demand imbalances and other factors, it does not seem to be curbed soon.

In respect to us, freight forwarders, impediments in international logistics, such as capacity shortages, are easing now, but in 2022, we were affected by the coronavirus pandemic, as seen in city lockouts in China and ports strikes in advanced economies, and inflation. I am grateful and give respect to you from the bottom of my heart for working hard to meet requests from shippers on a mission not to stop logistics, at a time when supply chains are still disrupted.

In the first half of 2022, JIFFA members handled 23.6 million tons of exports and 38.04 million tons of imports for a total of 61.64 million tons, which increased 1% year on year. In terms of TEU, exports amounted to 1.01 million TEUs, which went down 4%, and imports, 1.52 million TEUs, down 2%, both of which lost momentum somewhat. It is feared the economy will get weaker

owing to anti-inflation measures, and it is seen in the volume of shipments that members moved. Shipments to and from China did not increase as powerfully as they had, while those to and from South Korea and Hong Kong both diminished. It was shown that production and logistics routes are being reviewed. Because of semiconductor shortages and other reasons, a shift from just-in-time logistics is being suggested. We may experience another change this year.

In recent years, there have been chronicle labor shortages and subsequent major changes in logistics costs. Our industry is, as such, drawing attention more and more closely. Last year, JIFFA welcomed 15 new members, increasing the total number of members to 543. This, I understand, indicates that our industry has a potential for further growth and that the efforts that JIFFA is making to develop human resources and do other things are highly rated. It is necessary to strive to promote DX (digital transformation) in trade formalities and logistics operations, ensure safety and raise productivity in cargo transport, promote decarbonization and so on. I hope that JIFFA will continue to be an organization to satisfy such needs of the times. As we are finally seeing signs of the alleviation of the coronavirus pandemic, we intend to resume reports on overseas logistics situations and international exchange programs, both of which have been suspended for several years.

The freight forwarding industry is expected to remain uncertain this year as



Chairman Junichiro Watanabe

to whether the world can avoid an economic recession; whether the Chinese economy, which is under the influence of Beijing's COVID-19 policies; how the depreciation of the Japanese yen will affect; and so on. JIFFA will, for its part, work hard to always pay attention to both domestic and international affairs to garner collect information and send the latest information through seminars and other events. We will support members so that they will be able to provide stable services.

On a final note, I hope that 2023 will be a great year, and that members will continue to give us advice and guidance as they did last year.



Overall imports Favorable Despite Mild Decrease in Exports

Increases Made in Both Directions to/from China

Throughput Plunges to CIS Due to Russia's Ukraine Invasion

Imports Plunge from S. Korea, HK Forwarding Committee

The Forwarding Committee recently compiled statistics on the total volume of international multimodal cargo that JIFFA members transported to and from Japan in the first half of fiscal 2022 (April-September). To assemble data, the committee had conducted a survey among regular members, 483 of which had made valid responses. The volume does not include shipments that were not moved to and from Japan but between

third countries and regions. Those coloaded with others are not included, either. Changes in the number of members making valid responses are not taken into consideration.

1. General Overview

JIFFA-affiliated freight forwarders moved a total of 61.643 million revenue tons of international multimodal cargo to and from Japan in the first half of fiscal 2022, which just increased a slight 1% from the corresponding six months of the previous fiscal year. There was only a slight year-on-year increase because in

from the Commonwealth of Independent States (CIS), which nosedived 72% to 90,000 revenue tons in total, adversely influenced by Russia's invasion of Ukraine.

2. Cargo Volumes in Last 3 Years

Looking at the changes in cargo volume handled over the past three years, in total, throughput has been on the rise. More specifically, imports have been on the increase since the second half of fiscal 2020. Meanwhile, exports hit the bottom in the first half of fiscal 2020 owing to the pandemic, came back remarkably in the second half of fiscal 2020, continued to decrease mildly in and after the first half of fiscal 2021 and made a fractional increase in the first half of fiscal 2022.

3. Import-Export Ratio

Although Japan's trade had been led by exports, the ratio of imports to exports was reversed in fiscal 1995, as manufacturers increased production outside Japan. The overseas relocation of manufacturing facilities continued to accelerate, lowering the proportion of exports to slightly less than 40%. The import-export ratio has been stable around 60 to 40 in recent years.

4. Proportion of Consolidation Shipments

The proportion of consolidation shipments is on the decline. They accounted for as much as 20% in both imports and exports around 2000 but have since continued to lesson. In the first half of fiscal 2022, consolidation only accounted for 4.1% in imports, 5.5% in exports and 4.7% in total.

5. Volumes in H1 of FY2022

5-1. Imports

JIFFA members handled 38.04 million revenue tons of imports to Japan in the first half of fiscal 2022, which waned

2.6% from a year earlier. They surpassed the 38-million-revenue-ton line for the first time in three years, or since the first half of fiscal 2019, as they have stayed on a increasing trend since the second half of fiscal 2020.

By origin, imports from China increased 3.3% to 19.369 million revenue tons, holding the largest share of the pie. Ranked second were those from Vietnam, which surged 14% to 3.557 million revenue tons, while those from Europe and Thailand were both robust, going up 13.3% to 2.918 million revenue tons, finishing in third place and up 2.9% to 2.494 million revenue tons, in fourth place, respectively. Imports from the U.S. took the No. 5 spot, but in terms of volume, they decreased 6.8% to 2.046 million revenue tons. In six place, those from South Korea plunged 24.3% to 1.415 million revenue tons, but those from Taiwan improved a remarkable 27.5% to 1.109 million revenue tons to come in seventh place. Imports from Indonesia were also massive, soaring 17.1% to 904,000 revenue tons and finished in eighth place. Imports from Hong Kong ranked in ninth, sinking a significant 44.7% to 837,000 tons. At the end of the top 10 were those from Malaysia, which ballooned 20.2% to 636,000 tons. Imports from the CIS fell as severely as those from Hong Kong, plummeting 42.9% to 8,000 tons, which were obviously affected by the Russian aggression in Ukraine.

In terms of TEU, imports from China went down 5.9% to 766,013 TEUs; from Vietnam, up 18% to 136,919 TEUs; from Europe, up 11.7% to 128,042 TEUs; from Thailand, up 9.9% to 101,900 TEUs; and from the U.S., down 3.5% to 76,630 TEUs.

5-2. Exports

Exports of international multimodal cargo from Japan declined 1.3% year on year to 23.603 million revenue tons in April-December 2022; however, they had recovered to pre-pandemic volumes in the first and second halves of fiscal 2019.

Exports to China turned upward, growing 4.9% to 4.999 million revenue tons and accounting for the largest part of the total volume. Exports were favorable to the U.S. and Europe as well, which finished in second and third places, swelling 2.8% to 3.166 million revenue tons and 7.1% to 2.139 million revenue tons, respectively. On the other hand, exports to South Korea, Thailand and Vietnam were not, which slid 11.7% to 1.494 million revenue tons, 14.2% to 1.464 million revenue tons and 4.5% to 1.356 million revenue tons, making the economies come in fourth, fifth and six places, respectively. In seventh place, those to Taiwan, in contrast, hiked 3.7% to 1.267 million revenue tons, and in eighth place, those to Hong Kong improved 6.3% to 912,000 revenue tons. Outbound shipments to Central and South America incurred a double-digit contraction of 12.5%, amounting to 848,000 revenue tons and finishing in ninth. The 10th greatest destination was the Middle East, to which exports jumped a remarkable 29.3% to 803,000 revenue tons.

The most significant decrease was registered in exports to the CIS, which plummeted 73.3% to 82,000 revenue tons. They were adversely impacted by Russia's invasion of Ukraine.

In TEU terms, exports to China amounted to 237,984 TEUs, up 0.7%, accounting for the greatest part on this scale, too. Those to other major destinations were as follows: to the U.S., 122,841 TEUs, down 1.9%; to Europe, 91,232 TEUs, up 4.1%; to South Korea, 78,341 TEUs, down 16.8%; and to Thailand, 77,031 TEUs, down 2.5%.

5-3. Import/Export Total

In total, JIFFA freight forwarders transported 61.643 million revenue tons of international multimodal cargo to and from Japan in the

first half of the previous fiscal year, which picked up 1% from a year earlier. It has continued to swell year on year since crossing the 60-million-revenue-ton mark for the first time in three quarters in the second half of fiscal 2020.

International intermodal cargo to and from China totaled 24.368 million revenue tons, up 3.6%, making the country the leading trade partner to Japan. The U.S. was ranked second, but shipments to and from the nation waned 1.2% to 5.212 million revenue tons. In contrast, exports to and imports from Europe were brisk, enjoying a double-digit improvement of 10.6% to amount to 5.057 million revenue tons. Europe was followed by Vietnam, freight to and from the nation rose 8.2% to 4.913 million revenue tons. At the bottom of the top five, multimodal cargo to and from Thailand shrank 4.2% to 3.958 million revenue tons.

On a TEU scale, JIFFA members carried 1,003,997 TEUs to and from China, down 4.4%; 219,274 TEUs to and from Europe, up 8.4%; 199,471 TEUs to and from the U.S., down 2.5%; 197,831 TEUs to and from Vietnam, up 12.8%; and 178,931 TEUs to and from Thailand, up 4.2%.

Top 5 Countries/Regions with Volume Growth

(1) Export (unit:1,000tons)

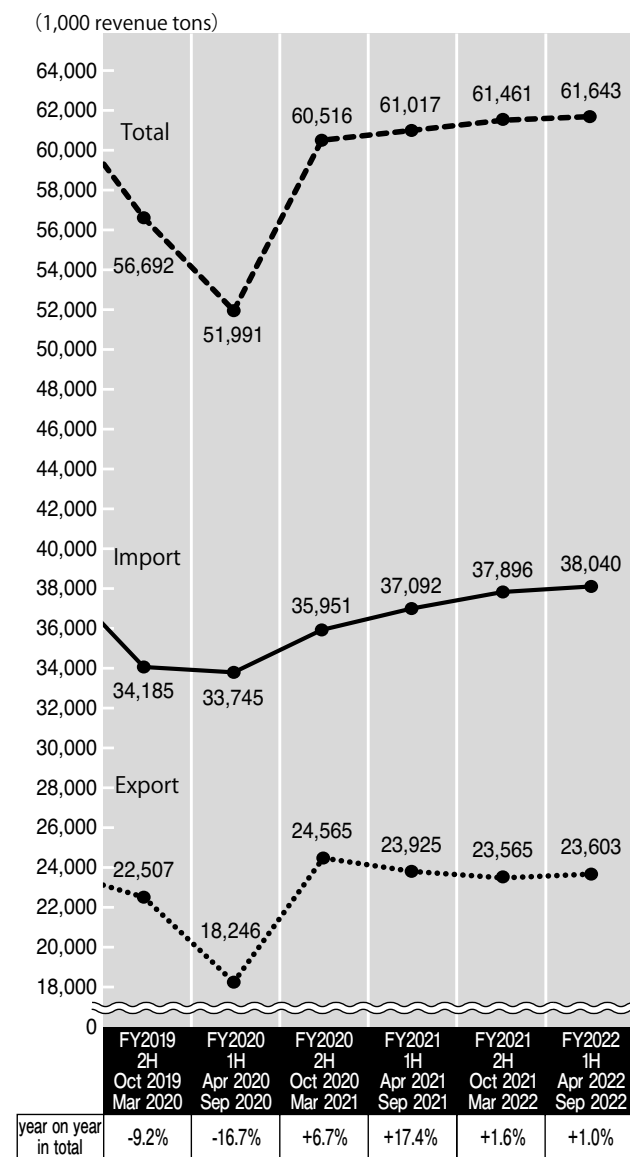
	To	FY2022 1H	FY2021 1H	Y/Y (%)	Y/Y (%)
1	China	4,999	4,764	235	4.9%
2	Middle East	803	621	182	29.3%
3	Europe	2,139	1,997	142	7.1%
4	Indonesia	764	650	114	17.5%
5	U.S.	3,116	3,081	85	2.8%

(2) Import (unit:1,000tons)

	To	FY2022 1H	FY2021 1H	Y/Y (%)	Y/Y (%)
1	China	19,369	18,754	615	3.3%
2	Vietnam	3,557	3,121	436	14.0%
3	Europe	2,918	2,576	342	13.3%
4	Taiwan	1,109	870	239	27.5%
5	Indonesia	904	772	132	17.1%

(3) Total (unit:1,000tons)

	To	FY2022 1H	FY2021 1H	Y/Y (%)	Y/Y (%)
1	China	24,368	23,518	850	3.6%
2	Europe	5,057	4,573	484	10.6%
3	Vietnam	4,913	4,541	372	8.2%
4	Taiwan	2,376	2,092	284	13.6%
5	Indonesia	1,668	1,422	246	17.3%



Intensive Course on International Multimodal Transport Held in Hakata Education Committee

The Education Committee held an intensive course on international multimodal transport in Hakata, Fukuoka Prefecture on July 6, 2022, taking actions to prevent coronavirus infections. It was the first such event in three years, as the program was suspended twice due to the pandemic.

The annual intensive course focuses on subjects that are helpful for freight forwarding.

After Mr. Masahiro Hamada, chairman of the Education Committee gave the opening address, the first period began. Mr. Kunio Orihara from Nissin, who is vice-chairman of the committee, gave a lecture on recent developments in Europe.

In the second period, when cargo insurance and liability insurance that cargo transporters buy were focused on, Mr. Daiki Hamanaka from Sampo Japan Insurance spoke of the importance of

cargo insurance.

In the afternoon, the course offered a Q&A session for freight forwarders. Mr. Katsuya Tsuda, a lawyer from Okabe & Yamaguchi, who is chairman of the Judicial Affairs Committee, and Mr. Masaya Takeda from Transcontainer, who is vice-chairman of the same committee, gave lectures. In respect to problems that could arise from 1) a law that requires shippers to inform transporters of hazardous commodities and 2) surrendered B/Ls, Mr. Tsuda and Mr. Takeda gave examples of legal and other issues that on-site workers have actually encountered in business routines. The lecturers gave advice on how to deal with and solve such



issues.

Attendees intently listened to the lectures. "[The lectures] were very interesting, as the recent logistics affairs in Europe that I heard [from the lectures] were different from the information I had had," said one of the attendees. "[The lectures] were helpful, as I had no knowledge on liability insurance," another commented. There was one who said, "I thought that surrendered B/Ls are very convenient, but I did not care for risks." They claimed they want the Education Committee to continue to give practical courses.

Online Seminars Held on Practical English for Forwarders 77 People Attend Language Training Committee

The Language Training Committee held online seminars on practical English for freight forwarders in August and September 2022, which were attended by a total of 77 people from across Japan, including Okinawa.

The committee organized a similar event in March 2022, using an audio lecture given in September 2013 by Mr. Masashige Yamada on ready-to-use practical advanced English for freight forwarders.

The same material was used at the August and September seminars, but the committee had, in advance, edited and made it easier to understand based on feedbacks and opinions from those who attended previous seminars. The PowerPoint slides used in the seminar had also been brushed up.

The August and September seminars were both given in two sessions—Session 1 of the first seminar on Aug. 26 and

Session 2 on Sept. 2 and Session 1 of the second seminar on Sept. 7 and Session 2 on Sept. 14—with supplemental remarks by the Language Training Committee. In Session 1, attendees viewed the recorded lecture to learn points to remember before and when writing English sentences in international logistics business routines. In Session 2, they wrote sentences, heard comments on their sentences, have their sentences checked and edited and had comments again.

In addition to people who are engaged in international logistics, the Language Training Committee had also encouraged those who need to have English communication on business to participate in the seminars.

Although the material used in the seminars was recorded in an advanced English course, attendees highly rated them, as they had even learned basic business English communication skills. The



Language Training Committee conducted a survey on the seminars, in which many answered that they had been very satisfied, understood the lecture well and so on.

The Language Training Committee will continue to help member freight forwarders improve their performances by offering language education and training programs. It hopes that more people will attend future seminars.

JIFFA Gives Presentations at Logis-Tech Tokyo Forwarding Committee

JIFFA took part in a workshop for exchanging information among logistics organizations on Sept. 14, 2022, which was held as part of Logis-Tech Tokyo, an international logistics trade show organized at Tokyo Big Sight on Sept. 13-16.

On behalf of JIFFA, Yusen Logistics executives, who are members of the Forwarding Committee, gave presentations on how international cargo transport is conducted now and how logistics can be improved.

Prior to the presentations, Mr. Minoru

Futonaka, Executive Officer, Senior General Manager, Japan Region Business Promotion Division, gave an address. Following Mr. Futonaka's address, Mr. Masao Toriitsuka, General Manager, Ocean Freight Forwarding Department, analyzed ongoing developments in international logistics and discussed future outlooks. Then, Mr. Shinichi Ishihara, General Manager, Supply Chain Solutions Department, introduced solutions that can reduce impacts on supply chains and prevent logistics activities from being forced to stop at a

time when shippers are being faced with production delays, cost hikes and other challenges.

Yusen Logistics' Global Control Tower enables customers to manage inventory, individually adjust lead times for individual commodities and



Course for Qualifying International Multimodal Transport Specialists Held in Tokyo, Osaka Education Committee

The Education Committee held its fiscal 2022 10-day courses for qualifying international multimodal transport specialists in Tokyo on Oct. 6-22 and Osaka on Oct. 19-29, 2022.

In fiscal 2022, the committee resumed its pre-pandemic enrollment limits, and as a result, the Tokyo session was attended by 158 keen students and the Osaka session by 77.

To prevent coronavirus infections, actions were taken at both sessions, measuring attendees' body temperatures and requiring them to sanitize their hands and fingers and wear masks at entrances.

On Day 1 of the Osaka session, which

was organized for the first time in two years, Mr. Naoto Nakamura from the Ministry of Land, Infrastructure, Transport and Tourism (MLIT), gave a lecture on the current state of and challenges facing international multimodal transport and relevant legislation. Mr. Nakamura is a chief inspector under the director for logistics industries affairs of the ministry's Policy Bureau. After the lecture, Mr. Hamada Masahiro, chairman of the Education Committee gave the opening address.

The courses for qualifying international multimodal transport specialists are a great opportunity to have a wide breadth of knowledge that

manage and select transport modes. With this service, customers can handle ongoing disruptions in international transport.

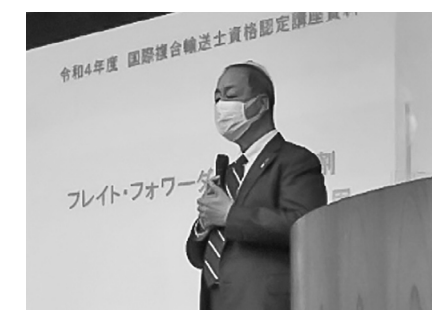
Examples were introduced of the latest logistics management with Yusen Logistics' Order Management System, with which customers manage purchase orders and suppliers. It is also used to take emergency actions in case there are irregularities and make decisions to switch marine to air transport and vice versa.

A logistics innovation forum was held at the same venue on Sept. 14, at which a panel discussion was run on challenges that shippers face in international maritime transport and how they can enhance their international transport capabilities. It was joined by officials from the Ministry of Land, Infrastructure, Transport and Tourism (MLIT)'s Ports and Harbours Bureau. Mr. Akio Arimoto, Director, Port Logistics Strategy Office, gave a briefing on a survey that JIFFA had conducted among member freight forwarders and results.

Discussed in his presentation were how important it is for mainline vessels to make calls at ports on trunk routes and how necessary it is to increase the number of direct sailings from Japan to North America.

attendees cannot learn from daily business routines.

After taking a total of 30 classes during the 10-day courses, the students took the final examination given on Dec. 14 in Tokyo and Osaka. Those who passed the exam were certified by JIFFA as international multimodal transport specialists.



Mr. Masahiro Hamada,
Chairman of the Education Committee

JIFFA Logistics Seminar Latest on Supply Chains in North America Forwarding Committee

The Forwarding Committee held a webinar on Oct. 14, 2022, inviting Mr. Masashi Morimoto. It was a year since he spoke of congestion on container trades to and from North America and future prospects in October 2021, and things changed every second in the meantime.

Mr. Morimoto gave a lecture on a variety of subjects, including the latest on San Pedro and other major ports in the U.S., cargo accumulation at railway stations, the enhancement of the Federal Maritime Commission (FMC)'s authorities under the Ocean Shipping Reform Act of 2022 (OSRA 2022) and challenges facing the trucking industry, where there are many sole proprietors and which works to address increases in cost for achieving zero-emissions.

The Forwarding Committee organizes a seminar every year on subjects that member freight forwarders are interested in.

1) Current State of Domestic Transport from LA/LB Port

1-1) Railway Transport (IPI)

There are several railway companies in the U.S., which are in service in different regions. Interior point intermodal (IPI) containers from the West Coast to the East Coast are relayed from operators in the west to those in the east in Middle America.

Ship congestion at West Coast ports has now been almost eliminated. However, it still takes an average of 7.7 days from when IPI containers are unloaded at the Port of Los Angeles to when they are delivered out of the port, which is longer by two to three days than normally expected.

Railway operators do not provide enough hauling capacity to carry cargo, which is an underlying factor behind the issue. Taking it seriously, the U.S. government has expressed concern over rail chassis usage. The Federal Maritime Commission (FMC) has begun investigations in accordance with the

Ocean Shipping Reform Act of 2022 (OSRA 2022), while consultants have been brought in. It is hoped that an expeditious and comprehensive solution will be devised.

1-2) Shortage of Chassis for Container Drayage (Local)

Chassis are available from major providers and leased by overland transporters as needed. Providers decide on the number of chassis they have ready, assuming cycles of three to four days.

As congestion at West Coast ports has been eased, local container is now delivered out much more smoothly than last year. However, retainers' (wholesalers') warehouses are still filled with many commodities for major shippers. There are, as such, cases in which a number of loaded chassis are side by side in front of warehouses. As the issue of chassis shortages is not eliminated yet, the situation is still severe with an average cycle of 9.9 days.

2) Container Throughput Shares of US Major East, West Coast Ports

Shipments destined to the U.S. are on the rise in terms of volume. Volumes are stable at West Coast ports but surging at East Coast ports, in particular. Accordingly, investment in warehouses is also growing on the East Coast. Since the coronavirus pandemic began, the balance in logistics functions between the East and West coasts have been changing. It is, therefore, projected that logistics patterns in North America will also be altered to adjust themselves to a new balance.

3) Imports to US in 2022

As far as U.S. statistics are concerned, building permits and housing starts are both on the decline. It is expected that imports of furniture, a major commodity from Asia, will continue to decrease. The retailing business is brisk in the U.S., according to the National Retail Federation (NRF), which has explained that it is because a huge number of in-stock products are sold extensively at



Mr. Masashi Morimoto



Mr. Hirofumi Orita,
Chairman of the Forwarding Committee

discount prices. Imports are envisaged to be kept under control until domestic inventory quantities return to appropriate levels.

4) Labor-Management Negotiations at US West Coast Ports

4-1) Points of Labor-Management Negotiations Between ILWU and PMA

If a deliberate growth strategy were devised, in which an annual growth of some 4% is expected, U.S. ports would handle twice as much cargo in 20 years from now. As port space cannot be expanded unlimitedly, therefore, automation and labor saving are unavoidable. The International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA) are holding constructive talks now, hoping to reach an agreement that they can both compromise.

4-2) Other Concern

- Conflicts over job territories between two labor unions at the Port of Seattle? the ILWU and the International Association of Machinists and Aerospace Workers (IAM); and
- Labor-management negotiations between unions and railway operators.

Online Seminar Held on Latest IT Information IT Committee

The IT Committee organized an online seminar to provide up-to-date IT information on Oct. 27, 2022.

Improvements in IT have influenced the business environments of member companies in recent years, such as CyberPort, jointly launched by the

Ministry of Land, Infrastructure, Transport and Tourism (MLIT) and the Cabinet Office; new trade platforms; and so on. In the meantime, JIFFA-affiliated freight forwarders are in the process of employing digital transformation (DX).

At the seminar, which was viewed by

179 people, JIFFA supporting members and other presenters provided the latest information.

The IT Committee conducted a survey after the seminar, receiving many comments that said that it was highly meaningful and informative. Thanks to help from the presenters, a video on demand is available on Vimeo for those who could not attend the seminar.

Webinar Held on Invoicing System General Affairs Committee

The General Affairs Committee held an online seminar in December 2022 to study the qualified invoice system to be implemented on Oct. 1, 2023. A lecturer from the Ministry of Finance (MOF)'s Tax Bureau gave a presentation on the system to 134 viewers from member freight forwarders.

With the commencement of the

system in a year, the lecturer outlined it gain, pointed out changes that will be needed from the ongoing system and explained what preparations must be made, giving specific examples. The lecturer answered questions that had been submitted by viewers in advance, which helped them understand contents more deeply.

The seminar was so highly rated that the committee intends to deliver a recorded version. Details are to be announced.

The General Affairs Committee, which organized a similar event in September 2021, will consider holding seminars on corporate social responsibility (CSR), compliance and other subjects so that member companies can make the most of them in daily business routines.

Online Seminars Held on Thai, Indonesian "Sawatdee!" "Selamat Siang!" "Konnichiwa!" Language Training Committee

The Language Training Committee gave its seventh Thai language seminar on Dec. 2, 2022 and sixth Indonesian seminar on Dec. 9, both of which were held online.

The Thai seminar was attended by 12 students. Before moving on to language learning, Ms. Marin Nakajima gave basic information on Thailand, such as how local people think about things, what they do on a daily basis and how they see history, giving examples that are familiar to Japanese people. Having learned it, the students began a language lesson on how to give greetings, introduce themselves and so on.



Ms. Yumiko Horas

Being referred to as the land of smiles quite often, Thailand is a multiethnic Buddhist country. To show affection towards the nation, local people start learning the importance of greetings when they are young children.

At the two-hour seminar, the students learned gestures to show gratefulness and so many other things that they were able to share very fulfilling hours.

Meanwhile, 15 students learned Indonesian at the other seminar. Ms. Yumiko Horas began it as she explained the roots of the Indonesian language, saying that it is the newest unified language in the world. The students first learned personal name pronunciations in Indonesian, which has many similarities with Japanese. Then, they were taught basic greeting expressions they can use when they meet someone for the first time, such as how to say their names, birthplaces and things they like to do. A

video was played to teach the students how Indonesian is different from many other local languages, in which conversations of local people were so real that the students were able to feel they had actually been there. The



lecturer gave so detailed lessons that the seminar came to an end too soon.

The Language Training Committee conducted surveys after the seminars, receiving positive feedbacks from many of the attendees, who participated in the seminars for various different reasons. Some said they would encourage other people to join future seminars, while other wanted to return to them.

The committee intends to hold seminars on other Southeast Asian languages, hoping many people will take part in the seminar.