



JIFFA Attends FIATA World Congress in Brussels

Japan International Freight Forwarders Association Inc. (JIFFA) attended the 2023 International Federation of Freight Forwarders Associations (FIATA) World Congress (FWC) on Oct. 3-6 in Brussels, Belgium. On behalf of JIFFA, Secretary-General Hisanao Kawachi joined a delegation of four from Japan at the assembly, which was attended by a total of 650 individuals from 80 countries and regions.

Under the title "The Changing Climate of Logistics," the participants discussed how freight forwarders can realize green logistics. The FWC began with a keynote speech by Secretary-General Kunio Mikuriya of the World Customs Organization (WCO), which is headquartered in Brussels. To realize green logistics, it is necessary for customs to join hands with freight forwarders to go paperless, Mr. Mikuriya emphasized. It is also necessary to enhance the authorized economic operator (AEO) system and operate it more efficiently, he added.

At the 2023 FWC, experts from various fields of business were invited to panel discussions. It was recognized in exchanging views at a panel discussion on green logistics that connectivity to inland areas is important at a time when door-to-door delivery services are becoming more and more common in

logistics. Panelists agreed that making efforts to reinforce inland transportation—which is attracting attention in Japan as well, because it is feared that overtime restrictions to be imposed this year will bring about truck driver shortages—and promoting modal shifts are both directly linked to actions to tackle climate change. They also agreed that developing infrastructure and securing funds are both very important to this end.

Discussions were also held on the need for freight forwarders to join forces with shippers to adopt eco-friendly packings; review transport routes, means and lead times; and use relevant facilities. It was proposed that freight forwarders work with each other to draw and share global supply chain maps to increase logistics efficiency. It was also advised that freight forwarders promote digitalization and share shipper data to optimize logistics. Some cases were introduced under which sharing confidential information on customs and other rules and regulations with logistics-related parties or governmental organizations while securing safety has contributed to simplifying complexities in logistics.

In the EU, the Import Control System 2 (ICS2), an advanced cargo information system, was introduced to customs clearance in 2021, and is scheduled for application to ocean shipping in March 2024. Opinions were exchanged on the system, too, which is attracting attention as an approach to accelerate safety measures and free trade flows.

Views were also exchanged on how for FIATA as a whole to clear



goals and what functions, organizations and founding it should have to this end.

As the 2023 FWC was convened in Europe, which is implementing environmental measures ahead of others, it was described that the EU is introducing an emissions trading system (EU-ETS), which will be applied to shipping in 2024. Attending experts, however, feared that it will take some time before a system is established under which operators can successfully pass costs to others, as gaps in shipping companies' business scales lead to differences in cost structures.

As 2023 was an election year, FIATA held an electoral general meeting on the final day of its FWC to elect new executives and judge the admission of new members. As a result, Mr. Turgut Erkeskin from Turkey's International Transport and Logistics Service Producers Association (UKIKAD) took over the federation's presidency from Former President Ivan Petrov. New vice-presidents, meanwhile, were Mr. Thomas Sim of the Singapore Logistics Association (SLA), Mr. Jens Roemer of Forward Belgium (FB) and Mr. Marc Bibeau of the Canadian International Freight Forwarders Association (CIFFA).

FIATA welcomed Namibia, Serbia and Qatar as new members, increasing the number of association members to 114 and indicating its memberships is constantly expanding. It was decided at the 2023 FWC that it will meet next time in Panama in 2024 and Vietnam in 2025.



JIFFA REPORT 2024 Winter

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New Year's Message Japan International Freight Forwarders Association

Happy New Year!

In the beginning of 2024, I with Japan International Freight Forwarders Association Inc. (JIFFA) members good health and much success in business. I also hope from the bottom of my heart that you and our industry will both grow further.

In 2023, we were in a different situation from the growth trend we had been on, partly because policies to fight inflation, which had occurred in the U.S. and Europe ahead of other countries and regions, began to show effects. The Chinese economy did not come back due to deteriorations in the real estate market and other reasons, although Beijing had lifted its zero-COVID policy. The U.S. and Asian economies both managed to hold, but Europe was in an economic slowdown, resulting from surging resource prices.

The containership market was also impacted, and as such, container movement was slow. In the first half of fiscal 2023 (April-September), JIFFA member freight forwarders exported 23.82 million tons of international multimodal cargo from Japan, which remained nearly unchanged from a year earlier. However, imports decreased some 9% to 34.71 million tons. In terms of number, they totaled 2.38 million TEUs, which shrank approximately 6%. It is

unknown whether imports declined due to the depreciation of the yen or rises in food and other consumer goods prices. In particular, those from China, where the economy is slowing, waned. Airfreight volumes substantially decreased in both export and import. When compared with them, international multimodal cargo diminished much milder. I believe that it was thanks to member freight forwarders, which strive to increase international multimodal cargo in volume. I would like to extend my deepest thanks to them.

Airfreight movement can sometimes be a leading indicator of oceangoing cargo movement. We, therefore, still cannot be optimistic about developments in the containership and other parts of the shipping market this year, but there are new movements. We had visits one after another from Southeast Asian and European organizations last year. We are much busier than we were on pre-pandemic days. At a time when environments are rapidly changing around the world, associations are collecting, sending out and sharing information to know what will be innovation and growth engines. We also intend to operate to look into the future. We are very glad that we had 15 new members last year, which increased the total number of JIFFA-affiliated freight forwarders to 551. We understand that it was because our activities are highly rated and hope that our industry will become much brisker.

It is expected that this year, there will be more uncertainties about the U.S. and Chinese economies. Russia's invasion of Ukraine has sharply raised resource



Chairman Junichiro Watanabe

prices. The shipping business has already been impacted as the conflict between Israel and Hamas has forced shipping companies to reroute their services to the Cape of Good Hope. Unmistakably, the global economy is surrounded by many chaotic factors. Nevertheless, moves toward decarbonization and digitalization will not stop, and our industry must keep up with them. This year, Japan is at its first turning point in 30 years, as it could take advantage of the depreciation of the Japanese yen to overcome deflation and subsequently enjoy full-scale price and wage hikes. We expect that there will be changes in member freight forwarders' operating environments and those surrounding the freight forwarding business. Taking it into consideration, we, at JIFFA, will advance education programs and organize various seminars this year to help our members.

Before closing my New Year message, I would like to hope that 2024 will be a great year and ask member freight forwarders to continue to support and encourage us as they always do.



Int'l Multimodal Cargo to/from Japan Fall in Apr.-Sept. '23

Forwarding Committee

Japan International Freight Forwarders Association Inc. (JIFFA)'s Forwarding Committee recently unveiled statistics on international multimodal cargo that member freight forwarders carried to and from Japan in the first half of fiscal 2023 (April-September). The statistics were compiled from valid answers made by 469 regular member companies in a survey. Cargo transported between third countries and regions as well as consolidated cargo co-loaded with other transporters are not included. Changes in the number of regular members that responded to the survey are not

considered.

Summary

In the first half of fiscal 2023, JIFFA-affiliated freight forwarders moved a total of 58.53 million revenue tons of international multimodal cargo to and from Japan, which fell 5.1% from a year earlier. The decrease was made by sluggishness in consumer goods and other imports due to the depreciation of the Japanese yen and higher prices, although shipments to and from Japan had been on the rise since the second half of fiscal 2020 (October 2020-

March 2021). Imports slowed because of steep increases in raw material prices and the sagging Japanese yen, decreasing 8.8% to 34.71 million revenue tons. In contrast, exports managed to maintain positive growth for two straight terms, but in terms of volume, they only increased a 0.9% to 23.82 million revenue tons.

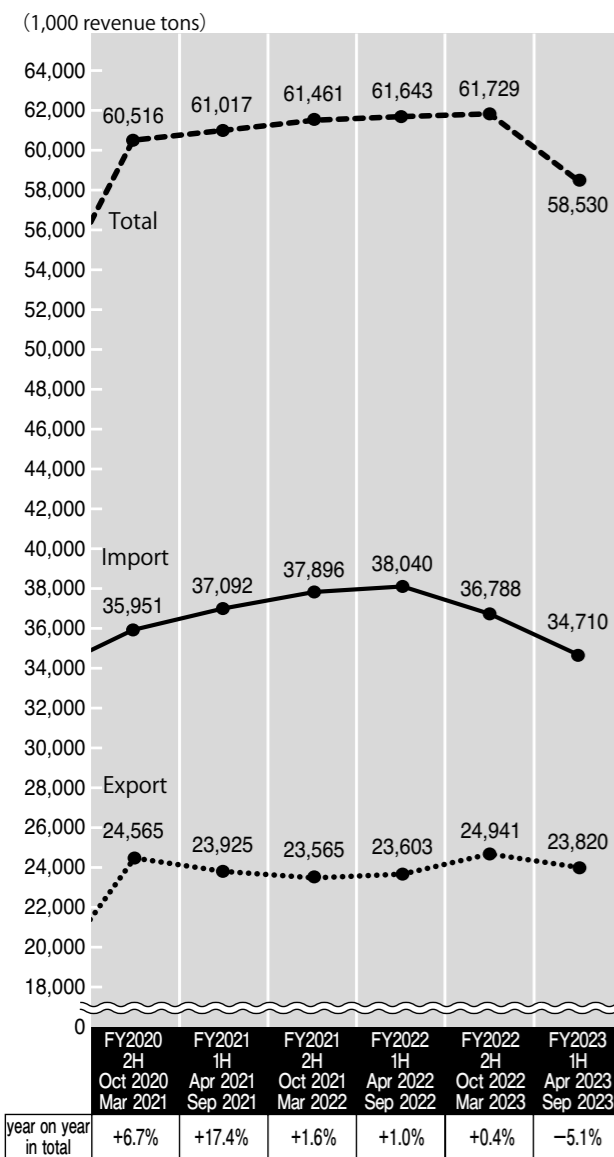
Exports

In April-September 2023, JIFFA-affiliated freight forwarders exported 23.82 million tons of international multimodal cargo from Japan, which strengthened 0.9% from the corresponding six

months of 2022. Nevertheless, outbound cargo movement was not as brisk as in the second half of fiscal 2020, when traffic was greater than pre-pandemic levels.

Exports to China managed to hold the leading share, but in terms of volume, they turned downward, shrinking 0.5% to 4.98 million revenue tons. Freight movement was stagnant to the U.S. as well, due to inventory adjustments. U.S.-bound multimodal cargo diminished 9.5% to 2.87 million revenue tons, coming in second place. Assuming third place, on the other hand, exports to Europe remained on an upward trend, expanded 1.7% to 2.18 million revenue tons. Finishing in fourth, those to South Korea dramatically came back from suffering a double-digit contraction in the previous term, which jumped 14.9% to 1.72 million revenue tons. Coming in fifth, those to Vietnam also registered a double-digit improvement for two consecutive terms, surging 14.1% to 1.55 million revenue tons. In sixth place, in contrast, exports to Thailand fell 5.7% to 1.38 million revenue tons, while those to Taiwan went down 1.8% to 1.24 million tons, claiming the No. 7 spot. Ballooning 52.3% to 1.22 million tons, those to the Middle East entered the chart at No. 8. Ranked ninth were exports to Oceania, which skyrocketed 74.4%, a greater increase than any other, to 844,000 revenue tons. At the bottom of the top 10, those to Central and South America decreased 4.4% to 811,000 revenue tons.

Exports to China held the largest share on a TEU scale as well, totaling 228,755 TEUs, down 3.9%. As for exports to the remaining destinations of the top five, those to the U.S. amounted to 119,929 TEUs, down 2.4%; to South Korea, 104,424 TEUs, up 33.3%; to Europe, 87,002 TEUs, down 4.6%; and to Thailand, 69,681 TEUs, down 9.5%.



Imports

Imports of international multimodal cargo to Japan declined 8.8% from a year earlier to 34.71 million tons in the first half of fiscal 2023, incurring a year-on-year contraction for two back-to-back terms.

By origin, imports from China waned 9.5% to 17.53 million revenue tons but managed to account for the largest part of the pie. Shipments slid across the board from all of the top five countries and region of origin. Those from Vietnam, for example, plunged 14.7% to 3.03 million revenue tons, finishing in second place. They were followed by those from Europe, which sank 5.3% to 2.76 million revenue tons. Coming in fourth, imports from Thailand plummeted 11.7% to 2.2 million revenue tons. At the bottom of top five were those from the U.S., which contracted a more considerable 18.3% to 1.67 million tons. Looking at imports from others, those from South Korea rose 8.6% to 1.54 million revenue tons,

taking the No. 6 spot. Finishing in seventh, those from Taiwan augmented 4.6% to 1.16 million revenue tons. In eighth place, imports from Hong Kong dropped 0.2% to 835,000 revenue tons, and in ninth, those from Indonesia sank a more notable 12.5% to 791,000 revenue tons. Imports from other parts of Asia totaled 736,000 revenue tons, which soared 16.3% to break into the top 10.

In terms of number, imports from the four leading sources were all lower than a year earlier, with those from China going down 9.8% to 690,798 TEUs; from Vietnam, down 12.7% to 119,548 TEUs; from Europe, down 12.2% to 112,477 TEUs; and from Thailand, down 10.2% to 91,458 TEUs. On the other hand, those from

South Korea accomplished a double-digit improvement of 10.8%, amounting to 78,472 TEUs.

Top 5 Countries/Regions with Volume Growth

(1) Export (unit:1,000tons)					
To	FY2023 1H	FY2022 1H	Y/Y	Y/Y (%)	
1 Middle East	1,223	803	420	52.3%	
2 Oceania	844	484	360	74.4%	
3 Korea	1,716	1,494	222	14.9%	
4 Vietnam	1,547	1,356	191	14.1%	
5 Other Asia	755	644	111	17.2%	

(2) Import (unit:1,000tons)					
To	FY2023 1H	FY2022 1H	Y/Y	Y/Y (%)	
1 Korea	1,536	1,415	121	8.6%	
2 Other Asia	736	633	103	16.3%	
3 Taiwan	1,160	1,109	51	4.6%	
4 Philippines	498	481	17	3.5%	
5 Latin America	578	565	13	2.3%	

(3) Total (unit:1,000tons)					
To	FY2023 1H	FY2022 1H	Y/Y	Y/Y (%)	
1 Middle East	1,300	897	403	44.9%	
2 Oceania	993	645	348	54.0%	
3 Korea	3,252	2,909	343	11.8%	
4 Other Asia	1,491	1,277	214	16.8%	
5 India	968	902	66	7.3%	

JIFFA Delivers International Multimodal Transport Seminar for 1st Time in Sendai

Education Committee

Japan International Freight Forwarders Association Inc. (JIFFA)'s Education Committee delivered a seminar on international multimodal transport in Sendai on Dec. 5, 2023. It was the first time for JIFFA to organize the seminar in the northern Japanese city, as it is normally held in Hakata in July every year as a one-day intensive course of lectures on various subjects.

The 90-minute seminar began with the opening address by Mr. Masahiro Hamada, chairman of the Education Committee. Following Chairman Hamada's address, Mr. Ryo Shibasaki from NRS, a JIFFA-affiliated freight forwarder, gave a lecture on the carriage of dangerous goods, a subject that attracts a great deal of interest.

In the lecture, Mr. Shibasaki touched on the basics of the International Maritime Dangerous Goods Code (IMDG Code) to teach the handling of dangerous goods. Using written

materials, he held many detailed discussion in a limited length of time. He discussed relevant rules and regulations, including those applied in Japan; how containers are packaged; how dangerous goods are classified, labeled, isolated and stored in containers; and how small amounts are handled.

A feedback from an attendee indicated that as expertise is required to transport dangerous goods, the attendee wants to learn specific examples, efforts, matters to pay attention to and so on. Another attendee said it gained deeper understanding

of the things that it had never experienced at work, such as a very small amount of dangerous goods and those that must not co-loaded with others. Another indicated that the seminar was very easy to understand.

The seminar was attended by people not only from Sendai but from neighboring prefectures as well. A survey conducted after the course showed that some of the attendees want JIFFA to hold similar events again.



Report on logistics affairs in Vietnam

Hirofumi Orita (Chairman of the Forwarding Committee)

Forwarding Committee

Japan International Freight Forwarders Association Inc. (JIFFA)'s Forwarding and International Exchange committees sent a joint mission to Vietnam to look into local logistics affairs on Nov. 11-19, 2023.

1) Why Vietnam now?

The recent trade tensions between the U.S. and China are urging shippers to realign supply chains, accelerating "China plus One" strategies. In particular, shifts to Vietnam are remarkable.

Looking at international multimodal shipments moved by JIFFA member freight forwarders, those to and from Vietnam have been greater in terms of both tonnage and TEU than those to and from Thailand since 2016, accounting for the largest part of the total volume of those to and from the ASEAN member nations. JIFFA, which conducted a similar project in Vietnam in 2007, travelled to the Southeast Asian nation again to live up to many who want to have more recent information.

In the autumn of 2023, as a side note, Japan and Vietnam celebrated 50 years of their diplomatic relations.

2) Ports in Vietnam

Three Vietnamese ports were ranked in the world's top 50 container ports in 2022, according to the Journal of Commerce, a U.S. magazine.

Container throughput was greater at all of the three ports than at Tokyo, which handled 4.93 million TEUs. In particular, containers to and from Cai Mep Port surged 17.9% in volume, the second largest year-on-year improvement among the 50 ports.

There is a deep-draft port developed on the coast of the South China Sea with ODA from Japan, as no old river ports in northern and southern Vietnam cannot accommodate large vessels. There are several inland container depots (ICDs) near shippers' manufacturing facilities in

both regions.

In the north, Hai Phong Port is distant from Hanoi, making ICDs worth using. In the south, however, Cat Lai Port is very close to

Ho Chi Minh City. ICDs are, as such, only used to complete customs clearance formalities more easily or owing to contracts with truckers.

As for containerized shipments on the U.S. and Europe trades that are only transported to and from Cai Mep Port, in many cases, shippers avoid the port, as it is more distant from them, and take and brought the shipments to and from container yards at Cat Lai Port, which is closer. Containers are frequently drayed between Cat Lai and Cai Mep in barge services, which enjoy an on-time performance of 100% on the nine-hour route.

3) Logistics and customs clearance

In Vietnam, which stretches long from north to south, trucks are still dominant, although railways and inland waterways are becoming more and more common for domestic transport due to rises in environmental awareness. However, Hanoi and Ho Chi Minh City both prohibit truck operations in certain daytime hours.

Cross-border cargo to and from China is carried by truck and rail. Nevertheless, local freight forwarders pointed out several problems, saying that boarder custom offices in China are closed very often, while others claim that traffic is limited.

For customs clearance formalities, Vietnam has introduced a system called V-NACCS, which has been developed by importing



NACCS from Japan.

4) Personal comments

Cities were flooded with motorcycles, a situation that remained unchanged from the last time we visited Vietnam. In contrast, there were much more cars going by. We even saw some EVs and charging stations from time to time. Roads have been developed between cities and ports. It was impressive that we frequently saw container barges running whenever driving along rivers or on bridges.

There were many young people in town, making everywhere busy. In particular, Hanoi was so full of energy as to live up to its former name, Thang Long, which means a "soaring dragon." We were sure that in Vietnam, which is expected to grow further economically, freight forwarders can have a subsequent presence in various fields of business that are not only maritime transport but also overland, railway and cross-border transport; bonded warehouse operations; and cold-chain logistics.

JIFFA will unveil a report on our logistics research in Vietnam within this fiscal year. We will also hold a briefing s



FY2023 Courses for Qualifying International Multimodal Transport Specialists Held in Tokyo, Osaka

Education Committee

Japan International Forwarders Association Inc. (JIFFA)'s Education Committee held its annual courses of 10-day lectures for qualifying international multimodal transport specialists in Tokyo between Oct. 5 and Nov. 16 and in Osaka between Oct. 19 and Dec. 1, 2023.

At the fiscal 2023 courses, materials prepared by lecturers and the 11th edition of the JIFFA guideline on

international multimodal transport were distributed to 147 students in Tokyo and 69 in Osaka. The Education Committee, which revises the guideline every three years, issued the latest edition in October 2023. The courses were provided with an upgraded curriculum, which included supply chain management (SCM) and the handling of refrigerated and frozen products.

On Dec. 14, the Education Committee

administered unified qualification examinations in Tokyo and Osaka. JIFFA qualified those who passed the exams as international multimodal transport specialists.



Thai, Indonesian Language Seminars Held Online

Language Training Committee

Japan International Freight Forwarders Association Inc. (JIFFA)'s Language Training Committee organized its eighth Thai language seminar on Dec. 1, 2023 and seventh Indonesian language seminar on Dec. 8, both of which were held online.

At the Thai language seminar, Ms.

Marin Nakajima gave an in-depth lecture on Thai people to seven students before beginning language learning. Giving examples that deeply related to Japan, she explained how Thai people think about things, what they do routinely, how they view history and so on. Having learned them, the students moved onto language lessons that included how to give greetings and introduce themselves in Thai.

At the Indonesia language seminar, which was attended by five students, Ms. Yumiko Horas began with a lecture on the origin of Indonesian, which is the newest unified language, the lecturer said. As there are several

similarities between Indonesian and Japanese, the students first learned how to pronounce their names in Indonesian. As it was a small seminar, they were able to repeat the same lessons over and over again, such as how to say their names, places of birth, things they like to do and so forth. By the end of the seminar, they had learned very basic greeting.



Ms. Yumiko Horas

Online Seminar Held on US Economy, Possible Impacts on Supply Chains

International Exchange Committee

Japan International Freight Forwarders Association Inc. (JIFFA) held an online seminar on July 21, 2023 to discuss the current state of and future outlook for the U.S. economy, focusing on policies that can have impacts on supply chains. Interest was so high among member freight forwarders that as many as 180 individuals joined the seminar. Mr. Hirohisa Akahira from the Japan External Trade Organization (JETRO) was invited as a lecturer.

At the seminar, lectures were held on many subjects, such as policy trends in the U.S., trade policies, economic

outlooks and Japanese enterprises that are reconsidering supply chains. A survey conducted after the seminar indicated that one of the attendees said that it was a content-rich seminar.



Mr. Hirohisa Akahira

JIFFA Holds Logistics Seminar 'Prospects for Freight Forwarders in the Post-COVID-19 Pandemic Era'

Forwarding Committee

Japan International Freight Forwarders Association Inc. (JIFFA)'s Forwarding Committee held a webinar on July 26, 2023 to dig deep into trends in the freight forwarding business in the post-COVID 19 pandemic era, the latest technological innovations, business strategies and other subjects to provide attendees with valuable information.

The committee regularly organizes logistics seminars to focus on subjects that member freight forwarders are interested in. In fiscal 2023, it was organized online.

Time and date : 14:00-16:00, Wednesday, July 26, 2023

Style : Organized over Zoom

Title : Prospects for Freight Forwarders in the Post-COVID-19 Pandemic Era

Lecturer : Mr. Mikio Tasaka, NX Logistics Research Institute and Consulting, Inc.

Number of attendees: 271

<Detailed Contents of Online Seminar>

1) Trends in the freight forwarding business in the post COVID-19 pandemic era. : Mr. Tasaka lectured that changes are ongoing in business circumstances around the world and explained roles that freight forwarders can and should play to address them. He also touched on the importance of sustainability;

2) Latest technological innovations : He explored the impacts that the latest technologies—e.g., AI and automation—could have on freight forwarders;

3) Business strategies. : Mr. Tasaka gave a lecture on the strategic approaches that freight forwarders should make to maintain and enhance their competitiveness, focusing on a) how to become more competitive in the global market and b) the best practices that they can take for service provision and business development; and

4) Overseas port and harbor labor-management negotiations : The lecturer projected future developments in the



Mr. Mikio Tasaka

labor-management negotiations between U.S. West Coast employers and dockworkers.

The Forwarding Committee conducted a survey after the online seminar and received feedbacks from many of the participants. They said, for example, "I was able to have an idea of the significant of the impact that digital transformation will have on logistics in the near future," "It was a great opportunity to reaffirm in numeric terms how poorly competitive the Japanese logistics industry is and how slowly digitalization is advancing in the global community," and "It was so easy-to-understand seminar that I was able to have deeper understanding."

JIFFA Welcomes Visitors from Vietnam, Norway, Laos

International Exchange Committee

Japan International Freight Forwarders Association Inc. (JIFFA) welcomed a delegation of some 30 members from Vietnam on Sept. 12, 2023, who represented the Ministry of Industry and Trade (MOIT), the Hanoi Logistics Association (HNLA) and logistics companies. The HNLA gave a lecture on fluctuations in trade value between Vietnam and Japan as well as the potential and future outlook of the Vietnamese market. JIFFA and the HNLA agreed that they will sign a memorandum of understanding (MoU) in the future to develop each other's logistics industries.

JIFFA was visited by Mr. Ole A. Hagen from Norwegian Freight Forwarders Association on Nov. 13. Mr. Hagen, former vice president of the International Federation of Freight Forwarders

Associations (FIATA) and incumbent chair of the federation's Working Group Rail, came to Japan to look into the function of Japan's mass transit system and cargo transport modes.

On Dec. 15, JIFFA had visitors from Laos, who included Mr. Sthabandith Insisienmay, vice-minister of planning and investment; other officials from the Ministry of Planning and Investment (MPI); executives from the Lao International Truckers and Freight Forwarders Association (LITFA); and representatives



Vietnam delegation

from private enterprises. Being a landlocked country, Laos is making utmost efforts to develop cross-border logistics routes to and from neighboring nations, LITFA said. To this end, it has established Cross Border Transport Management Systems. They enable Laos to issue pre-alerts when shipments cross its borders and enter domestic dry ports, expeditiously complete customs declarations and track cargo with QR codes, the association added.

JIFFA Organizes Summer Logistics Field Trip in Tokyo

Public Relations Committee

Japan International Freight Forwarders Association, Inc. (JIFFA)'s Public Relations Committee organized its summer field trip on July 27, 2023. Due to the coronavirus pandemic and other reasons, it was the first time in seven years for the event to be held in Tokyo. Applications were submitted by much more people than the maximum number of participants to be accepted as soon as the committee began taking them.

The Public Relations Committee launched the annual summer program in 2007 as part of the public relations activities that JIFFA was engaging in at that time. The committee intends to encourage children of affiliated company employees to feel more familiar with work environments in and the nature of international logistics by taking them to their parents' workplaces.

Date: Thursday, July 27, 2023

Places visited: ANA Cargo Inc.'s facilities at Tokyo International Airport at Haneda's Tokyo International Air Cargo Terminal (TIACT); the Exhibition Room of the Tokyo Waterfront Area, or Tokyo Minatorie; and Sankyu Inc. in the Port of Tokyo's Aomi Container Terminal

Participants: 38 children and parents from 18 families as well as 43 members from the Public Relations Committee and other JIFFA sections

ANA Cargo at TIACT

The members gathered at 9:30 a.m. at Shinagawa Station in Tokyo, from which they were headed for TIACT to visit ANA Cargo. Wearing hard hats, safety vests and gloves, the children had an experience of cargo handling and took demonstration vehicle rides in a shed. They were allowed to go inside an empty container to feel the size of a container. In the container, they were given an assignment to pile up empty cardboard boxes. As they only had one minute and 30 seconds, they had to cooperate with each other to efficiently complete the

assignment. When successfully piling up all of the cardboard boxes in time, they received words of compliments from an attending staff member, who said, "They are very nicely piled up!"

The members moved to a conference room to listen to a PowerPoint presentation, which ANA Cargo had prepared to give them a lecture on air cargo terminal work. Questions were given to the children during the presentation, who guessed answers together with their parents. They shouted for joy when getting correct answers. After the presentation, they learned container stacking with wooden building blocks. The children also try to wear work clothes and ground worker uniforms with help from ANA cargo staff members.

Tokyo Minatorie

The next place that the party visited was Tokyo Minatorie, which is run by the Tokyo Metropolitan Government (TMG)'s Bureau of Port and Harbor. At the exhibition room, located on the 20th floor of a building, visitors can enjoy a view of Tokyo Waterfront City at a height of 100 meters. The participating children and parents watched a video on

the Japanese shipping business, which underpins people's lives.

Aomi Container Terminal

The members went to the Port of Tokyo's Aomi Container Terminal to visit Sankyu Inc., a Tokyo-headquartered logistics service provider. Taken to a conference room, they had a lecture on Aomi Container Terminal, types of containers, machinery and equipment used at container terminals and so on, while reading written materials.

Then, they entered a bonded area on a bus. An employee introduced them various types of containers, while they curiously looked at containers. After a while, gantry cranes and an uncountable number of containers came in sight. When getting off their bus, they were surprised and looked up at the huge gantry cranes. They learned that an operator in a control seat at a height of 50 meters looks at containers by eye and moves them one by one to a ship. At the end of the visit to the container terminal, they were taken inside a dry container and a reefer container, where temperature was minus 20 degrees Celsius, and observe a reach stacker lifting containers.

