



## Report on FIATA World Congress

The FIATA International Federation of Freight Forwarders Associations met in Panama in September 2024 for its annual world congress, which was attended by 878 individuals that included some 600 from overseas. The 2024 FIATA World Congress was as highly international as it was in 2023, when the event was restored to its original in-person meeting. Japan sent two representatives, one of whom was Secretary-General Hisanao Kawachi of Japan International Freight Forwarders Association Inc. (JIFFA).

The FIATA 2024 World Congress was organized when a port strike on the U.S. East Coast was scheduled for the following week and soon after new emergency measures were implemented by the U.S. Transport Security Administration (TSA). Naturally, these developments drew attention at the meeting and among attendees. After all, the port strike came to an end in a few days, only having a minimum impact. However, a U.S. Federal Maritime Commission (FMC) commissioner took part in the world congress online, stressing that the agency will step up its oversights to keep shipping companies from taking advantage of the strike to unfairly make demurrage or detention charges. As service contracts (S/Cs) do not work effectively, it is feared that they will become more of a formality as a result of the strike. In this respect, the FMC said that it will become engaged in finding out what is going on with S/Cs.

In the field of aviation, different airlines require different information to meet the TSA measures. A report was made in this respect to indicate that it is inefficient as airlines, therefore, need to ask shippers for necessary information each time. In shipping, concern was raised that the Import Control System 2 (ICS2), which has been implemented in Europe, will work like the TSA measures. The importance was, as such, recognized of a system under which information can be

transmitted directly from freight forwarders, not by way of carriers. It was decided that the Working Group Sea, will step up relevant efforts.

As the Red Sea is impassable, inter-continental railway transport continues to expand. The transport documents used in railway services are the rail bill of lading (B/L) and the consignment note. Not being negotiable, nevertheless, they are both hard to use for shippers that consider price fluctuation risks, it was reported at a meeting of the Advisory Body on Legal Matters. As a counterplan, some suggested that FIATA and the United Nations Commission on International Trade Law (UNCITRAL) call on the Comité Maritime International (CMI) to apply the multimodal B/L. However, there are many challenges to overcome to do so, such as the CMR waybill, as in Europe, it is commonly used for inter-continental transport. Also, discussions are necessary on whether it is appropriate to grant a special exemption to apply the Hague-Visby Rules' liability conditions exclusively to inter-continental railway transport.

In digitalization, a report was made on the use of the FIATA electronic B/L and possible future effects. The FIATA electronic B/L is now available from 47 providers by way of transport management systems (TMSs). This way, member associations from 24 countries and regions enable affiliated freight forwarders to use the FIATA B/L. In 2024, some 1,050 electronic B/Ls were issued in the first eight months, 40% of which were used in the Americas and 58% in Europe. They were, therefore, hardly used in Asia. During the FIATA 2024 World Congress, JIFFA exchanged views with the FIATA secretariat on the distribution of the FIATA electronic B/L. A memorandum of understanding was signed later to allow JIFFA to begin

**Dates :** Sept. 24-27, 2024  
**Host Country :** Panama  
**Number of Attendees :** 878  
(from 71 countries and regions)



distributing it among member freight forwarders from January 2025. Those who need the electronic B/L are advised to contact JIFFA's secretariat.

At a time when the Suez Canal always has trouble in ship passage, and when a strike was scheduled on the U.S. East Coast, FIATA convened its 2024 world congress in Panama, although it was just a coincidence. Therefore, the importance of the Panama Canal was reacknowledged. In the space outside the conference hall where the FIATA 2024 World Congress was held, local enterprises and canal-related parties opened booths, introducing the efforts being made by Panama. They included advanced canal operations with biofuels, the use of digital transformation and so on. A policy was also introduced to take cross-border e-commerce products and other cargo by making the most of the strengths of Panama, which is highly competitive as a transit hub, and by functioning as a base for forwarding cargo moved in sea-and-air and other transport services to be launched when free trade agreements are signed in the future. Some of these initiatives could serve as a reference for Japan.

The FIATA 2024 World Congress came to an end with a presentation by Vietnam, which will host the federation's world congress in September 2025. It is hoped that many freight forwarders from Japan will take part in the assembly in Hanoi. In 2026, FIATA will organize its world congress in Milan, Italy.

# JIFFA REPORT 2025 Winter

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## New Year's Message Japan International Freight Forwarders Association

Happy New Year.

In extending New Year greetings at the beginning of 2025, I with everyone from Japan International Freight Forwarders Association (JIFFA) member companies health and success. I also pray that our members and industry will continue to grow.

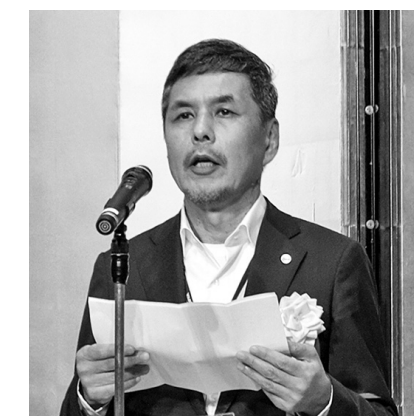
In 2024, the circumstances surrounding the shipping business changed from what they were in the previous calendar year. Escalations in the Red Sea crisis, which began in October 2023, led to longer lead time, container shortages and so on. As such, we, freight forwarders, also spent a chaotic year. The U.S. economy remains brisk thanks to steadiness in the financial and generative AI-related businesses. In contrast, Europe has entered a period of economic stagnation as the war in Ukraine has been extended for a long time now. China granted a visa exemption to visitors from Japan in November last year, finally showing a sign of its economy bottoming out. It may have a positive impact on other Asian economies.

At a time when there are such developments in the global economy, Japan is going well in freeing itself from a deflationary spiral. However, it is hard to see how Bank of Japan (BOJ) monetary policies and inflation will influence foreign exchange rate fluctuations. Also, moves toward trade sanctions and restrictions could extend to many countries and regions. Uncertainties are growing for these reasons.

In the first half of fiscal 2024, JIFFA-affiliated freight forwarders handled

23.33 million tons of exports from and 36.57 million tons of imports to Japan. Exports decreased 2% for a year-on-year contraction for two back-to-back terms since the second half of fiscal 2023. On the other hand, imports improved 5.4%, marking their first year-on-year increase since the first half of fiscal 2022. They both showed they were not dragged down as severely by exchange fluctuations, the depreciation of the Japanese yen, in particular, as they had once been. In TEU terms, exports and imports totaled some 2.25 million TEUs, up 2.8% year on year, indicating that freight handled by JIFFA members are constantly growing in volume. It is a fruitful result of the efforts that our member forwarders are making day and night to expand international multimodal transport. I would like to show my respect to them.

Last year, the so-called 2024 problem (driver shortages and other logistics disruptions that could be brought about by the overtime work cap regulations applied in April) was focused on, and the logistics industry, therefore, draw attention. We, however, manage to continue to grow in the field of international multimodal transport. I am grateful that JIFFA was joined by 24 new companies last year, increasing the total number of affiliated members to 577. In our members' business operations, cross-border e-commerce jobs are steeply increasing, while cold-chain shipments are also on the rise, meaning they are enjoying something more powerful than mere throughput volume expansions. We



Chairman Munenori Kimura

cannot afford to wait any longer for the use of digitalization or human resources to address logistics labor shortages. JIFFA, for its part, would like to contribute to raising the level of the logistics industry mainly by developing human resources to meet demand in society.

Last year, major elections were held in many countries and regions. Under the first administration by U.S. President Donald Trump, the division between the U.S. and China was deepened. The incumbent U.S. government has, however, begun considering altering tariff rates that could lead to decoupling itself from other economies and introducing a system to encourage domestic production. I believe that developments between the U.S. and China will inevitably impact Japan as it heavily depends on both country in economic terms. It is expected that more de-risking efforts will be made to avoid excessive dependence on supply chains and economic relations, which could, then, affect international logistics to no small extent. Even if there are such

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# Exports Continue to Decrease; Imports Increase for 1st Time in 2 Years

Japan International Freight Forwarders Association Inc. (JIFFA) 's Forwarding Committee recently compiled statistics on international multimodal cargo that its member freight forwarders transported to and from Japan in the first half of fiscal 2024 (April-September). Data were tallied from valid responses made in a survey by 474 regular member companies.

The statistics do not include shipments that members moved between third countries and regions other than Japan or cargo consolidated into other companies' containers. Changes in the

number of respondents were not considered.

## General Review

In the first half of fiscal 2024, the 474 JIFFA-affiliated freight forwarders handled a total of 59.91 million revenue tons (RTs) of exports and imports, up 2.4% from a year earlier. After incurring contractions in the first and second halves of fiscal 2023, they marked their first year-on-year improvements in three terms. Exports fell 2% to 23.33 million RTs, suffering a year-on-year decrease for two back-to-back terms. In contrast, imports, which had been on the decline due to the depreciation of the Japanese yen and rises in commodity prices, picked up 5.4% to 36.57 million RTs, which turned upward for the first time in two years since the first half of fiscal 2022.

## 1) Exports

JIFFA members exported 23.33 million RTs of international multimodal cargo from Japan in the first half of fiscal 2024, down 2% from a year earlier. By destination, exports to China incurred a double-digit contraction of 14.8%, amounting to 4.239 million RTs, but managed to hold the leading share of the pie.

## Forwarding Committee

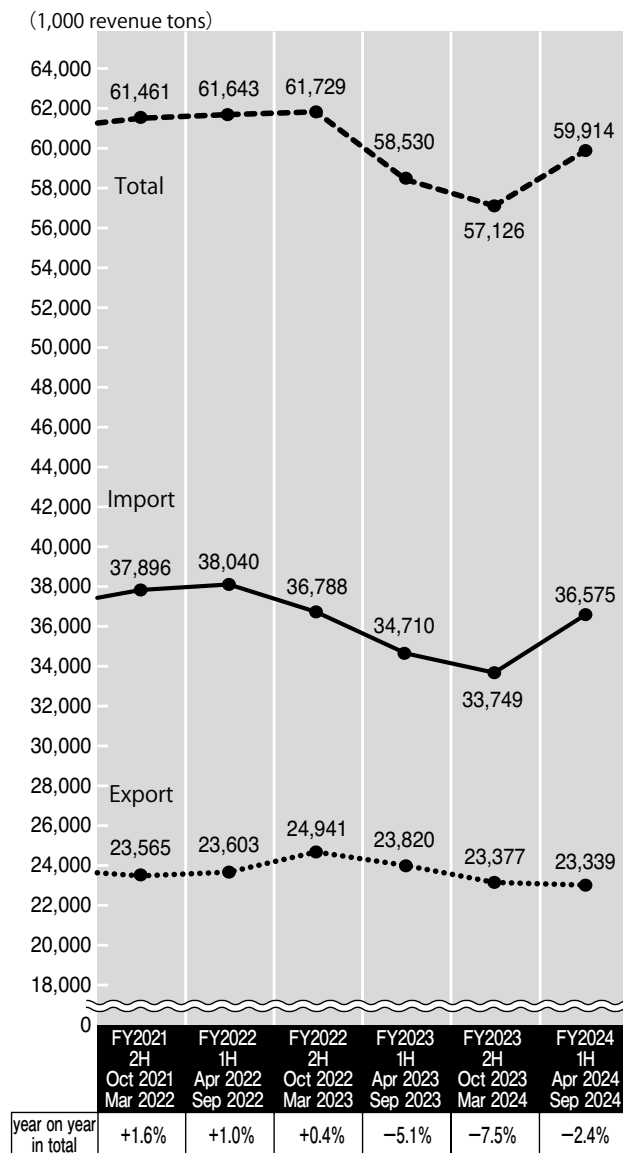
Those to the U.S. came in second place, but quantitatively, they shrank a minute 0.8% to 2.843 million RTs. Finishing in third, in contrast, exports to South Korea jumped 57.1% to 2.696 million RTs. Those to Europe, ranked in fourth place, diminished 9.7% to 1.965 million RTs. Hitting the number five spot, exports to Africa skyrocketed 141% to 1.48 million RTs. Those to Thailand, Vietnam and Taiwan were, on the other hand, all sluggish, waning 6.7% to 1.287 million RTs, 19.3% to 1.248 million RTs and 9% to 1.132 million tons to come in sixth, seventh and eighth places, respectively. They were followed by those to Central and South America, which ballooned 19.5% to 969,000 tons and finished in ninth. At the bottom of the top 10 were exports to the Middle East, which plunged 33.4% to 815,000 tons.

In terms of TEU, exports to China aggregated 216,943 TEUs, down 5.2%, but accounted for the largest part of the total. Those to other top destinations were as follows: 124,548 TEUs to the U.S., up 3.9%; 79,489 TEUs to Europe, down 8.6%; 72,431 TEUs to South Korea, down 30.6%; and 70,487 TEUs

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## Top 5 Countries/Regions with Volume Growth

(1) Export (unit:1,000tons)					
To	FY2024 1H	FY2023 1H	Y/Y	Y/Y (%)	
1 Korea	2,696	1,716	980	57.1%	
2 Africa	1,480	614	866	141.0%	
3 Latin America	969	811	158	19.5%	
4 Hong Kong	733	650	83	12.8%	
5 Singapore	444	400	44	11.0%	
(2) Import (unit:1,000tons)					
To	FY2024 1H	FY2023 1H	Y/Y	Y/Y (%)	
1 China	18,431	17,530	901	5.1%	
2 U.S.A.	2,215	1,671	544	32.6%	
3 Vietnam	3,477	3,033	444	14.6%	
4 Europe	3,104	2,764	340	12.3%	
5 Other Asia	961	736	225	30.6%	
(3) Total (unit:1,000tons)					
To	FY2024 1H	FY2023 1H	Y/Y	Y/Y (%)	
1 Korea	4,189	3,252	937	28.8%	
2 Africa	1,527	632	895	141.6%	
3 U.S.A.	5,058	4,537	521	11.5%	
4 Latin America	1,575	1,389	186	13.4%	
5 China	22,670	22,506	164	0.7%	



# JIFFA Holds Int'l Multimodal Transport Intensive Course in Hakata

The Education Committee of Japan International Freight Forwarders Association Inc. (JIFFA) holds its annual intensive course on international multimodal transport in Hakata, Fukuoka Prefecture. The committee gives the program every year in Hakata, although it was suspended for two years during the coronavirus pandemic.

Each year, subjects that are helpful to freight forwarding services are studied, including environmental measures, such

as CO2 emission reductions. In fiscal 2024, the modal shift, which was drawing attention as an action to address the so-called 2024 problem, or driver shortages and other logistics disruption that could be caused by the overtime work cap regulations introduced in April, was added. The fiscal 2024 course was given on July 10, delivering two lectures in the morning and one in the afternoon.

The intensive course was kicked off with the opening speech by Mr. Mutsuo



Koga, vice-chairman of the Education Committee. Mr. Akichika Ikeda from Japan Freight Railway Co. (JR Freight) and Mr. Takayuki Imoto from Imoto Lines, Ltd. were responsible for the morning lectures. The former class focused on

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uncertainties, logistics disruptions should be avoided, and our industry must take actions accordingly. JIFFA will, for its part, continue to work to be of help to its members this year by paying attention to up-to-date domestic and international trends and garnering information to have them accurately reflected when revising

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to Thailand, up 1.2%.

## 2) Imports

Imports of multimodal cargo to Japan carried by JIFFA-affiliated freight forwarders picked up 5.4% from a year earlier to 36.57 million RTs in April-September 2024, turning upward for the first time in four terms. By origin, imports from China grew 5.1% to 18.43 million RTs, making the nation the leading source of multimodal cargo destined to Japan. Ranked second were those from

its education programs, advancing digitalization and making other efforts and by dispatching timely information.

Finally, I would like to close my New Year message by hoping that 2025 will be a great year and that our member companies will continue to support and guide us as wholeheartedly as they did last year.

## Education Committee

cargo transport by rail; more specifically, the efforts made to handle exports and imports were discussed. Meanwhile, the latter went into container carriage in domestic shipping services as well as domestic feeder services and the modal shift.

In the afternoon, a question-and-answer session for freight forwarders was called. Mr. Katsuya Tsuda from law firm Okabe & Yamaguchi, who is also chairman of the Judicial Affairs Committee, and Mr. Hirofumi Tsukiyama from logistics service provider Nissin Corp., who is a member of the Judicial Affairs Committee, lectured how workers in charge of business can address the variety of problems they could encounter in daily routines.

In Kyushu, one of Japan's four main islands where Fukuoka is located, there are many connections to and from domestic shipping and railway services as part of Japan-South Korea and -China multimodal transport. One attendee commented that he/she wants to acquire more practical knowledge to continue to think broadly about the modal shift. Another said that the lecture was highly informative as he/she had specific advice on claim handling.

The Education Committee will pick up subjects that may interest attendees for its course in fiscal 2025.

Vietnam, which surged 14.6% to 3.477 million RTs. The third largest import source was Europe, from which 3.104 million RTs were shipped, up 12.3%. Those from the U.S. were even more robust, soaring 32.6% to 2.215 million RTs to finish in fourth place. In contrast, imports from Thailand slid 2.3% to 2.152 million RTs, and from South Korea, 2.8% to 1.493 million RTs, which came in fifth and six places, respectively. Those from "other" Asian economies were in seventh, expanding 30.6% to 961,000 tons. At the bottom of the top

10, imports from Taiwan, Indonesia and Hong Kong were all stagnant, reducing 29.8% to 814,000 RTs, 0.8% to 785,000 tons and 15.2% to 708,000 RTs, which ended up in eights, ninth and 10th places, respectively.

In TEU terms, imports from the top five sources all increased, with those from China enlarging 12% to 773,620 TEUs; from Vietnam, 15.5% to 138,025 TEUs; from Europe, 17.1% to 131,721 TEUs; from Thailand, 2.8% to 93,991 TEUs; and from the U.S., 4% to 64,460 TEUs.

# Report on Overseas Logistics Research in India

## International Exchange and Forwarding Committees

Japan International Freight Forwarders Association Inc. (JIFFA)'s International Exchange and Forwarding Committees conducted joint research on logistics in Mumbai, Ahmedabad, Delhi and other municipalities in India from Sept. 1 to Sept. 12, 2024.

### 1. Reasons to Focus on India

India's time has come! India is experiencing so remarkable economic growth as an IT-advanced nation that it is anticipated to overtake Japan and Germany in terms of gross domestic product (GDP) and become the world's third-largest economic power in 2027.

Acting as the driving force behind it is the 1.4-billion population. India, in particular, enjoys an advantage in that two-thirds of its population are people in their productive years (15 to 64 years old). With a median age of 28, the nation is highly expected for the future, as opposed to Japan's 48.

India's industrial development is often referred to as an elephant. Agriculture in India, like the body of an elephant, is growing slowly. Half the population are engaged in agriculture, but it is underdeveloped due to the nation's hugeness and insufficient infrastructure. In contrast, India's information, or IT industry is likened to the ears and trunk of an elephant, as they both move so well as to be able to receive information quickly. Like an elephant, India's body can only move slowly, but its ears and trunk are highly developed and sensitive.

### 2. Ports and harbors

Mundra is India's largest private port, which is administered by Adani Ports and Special Economic Zone (APSEZ), a subsidiary of Adani Group, an emerging local conglomerate. In fiscal 2023-2024 (April 2023-March 2024), Mundra handled 6.64 million TEUs of containers, which accounted for 64% of all containerized shipments processed at

ports across the state of Gujarat. The Port of Mundra is expected to enhance India's roles in international marine trade and promote supply chain optimization between India and North America.

Inland container depots (ICDs) are important hubs that connect coastal with inland areas in the gigantic country of India. In India, ICDs are special facilities as they are authorized by the government. Marine containers must transit ICDs when transported by rail. Normally, imported containers are forwarded in bond to ICDs by railway. When mainline vessels arrive in India, imported containers are drayed to ICDs or container freight stations (CFSs) designated by shipping lines before import customs inspections begin.

### 3. Cows in India

For Hindus, which account for most of India's population, cows are considered sacred; therefore, many people do not eat beef. Instead, they get their protein from sources such as milk and beans that don't require the sacrifice of cows. India is the world's leading raw milk producer, having 136.01 million cows as of 2015, according to Agriculture and Livestock

Industries Corp. (ALIC)'s report that outlines India's dairy sector and its influence on global demand for milk and other dairy products. In Japan, on the other hand, there were only 1.37 million cows in 2022, according to the Ministry of Agriculture, Forestry and Fisheries (MAFF)'s livestock statistics, approximately one-hundredths of those in India.

### 4. Personal Comments

While conducting the research, I was able to see various characters of Indian people, such as sweetness, hardness, sharpness, wiseness and humbleness. At the same time, I really felt that I had had stereotypical ideas and a narrow view of things.

I believe that many Japanese companies will take part in business in India while it is making a transition from "make in India," or a country encouraging domestic production, to "from India," or a country promoting exports. I hope this research report will be of help to member companies.

Takeshi Wada  
Chairman  
International Exchange Committee



# JIFFA Holds Courses for Qualifying Int'l Multimodal Transport Specialists in Tokyo, Nagoya

## Education Committee

The Education Committee of Japan International Freight Forwarders Association Inc. (JIFFA) held its annual courses for qualifying international

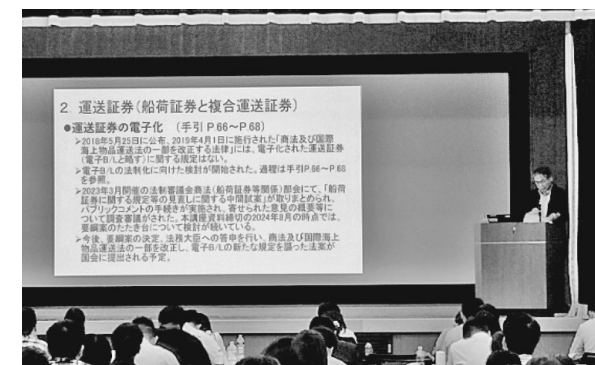
multimodal transport specialists in October-November 2024 in Tokyo and Nagoya, which were attended by 134 and 35 students, respectively.

Mr. Masahiro Hamada, chairman of the Education Committee gave the opening addresses on Day 1 when the courses were kicked off.

The courses both began with a lecture on the circumstances surrounding international

multimodal transport with the guideline of international multimodal transport services (the 11th edition), which JIFFA unveiled in the previous year, and materials prepared by lecturers. The courses also covered a wide range of other contents that freight forwarders need to know, such as laws, various business operations and overseas affairs. The students were in attendance with keen interest.

After total of 30 lectures by 30 lecturers were completed, the final examinations were given at the same time in Tokyo and Nagoya on Dec. 11. Those who passed them were qualified by JIFFA as international multimodal transport specialists.



# JIFFA Organizes Thai, Indonesian Courses

## Language Training Committee

The Language Training Committee of Japan International Freight Forwarders Association Inc. (JIFFA) organized its ninth Thai language course on Dec. 10 and eighth Indonesian language course on Dec. 13. Last year, the courses were both held online.

In the Thai course, Ms. Marin Nakajima taught 13 students. Before going into language learning, she provided some basic information on Thai people in detail, such as mentality, daily routines and historical perspectives. Having learned it, the students moved on to language learning that included greetings and self-introductions. They were able to acquire pronunciation skills smoothly as the lecturer tried to link Thai words with some expressions that they are familiar with in Japanese. She also taught how to express gratefulness as well. The students shared highly productive time in the two-hour program, feeling that time did flow all too soon.

Meanwhile, the Indonesian course was attended by nine students. First, Ms. Yumiko Horas gave a lecture on the origin of Indonesian, telling the students that it is the newest unified language. They learned how to pronounce names in Indonesian in a unique way, which are

described in the 26 Alphabet letters, can be read like Roman alphabet words and have many similarities to Japanese words. The students then advanced to basic greetings, introducing themselves and naming their birthplaces, things they like to do and so on. To help them understand the Indonesian was developed from many different local languages, a video was played so that they were able to see differences among them from highly realistic conversations made by local people. They spent enjoyable time as they were given equal opportunities to speak and receive detailed lectures.

The Language Training Committee conducted surveys after the courses and found that almost all of the students highly rated them, although they attended the courses for different reasons. One of the students said that he/she would like to strongly advise others to join the courses, while

another answered that he/she wants to take his/her course again. One from overseas commented that he/she was able to understand what he/she had not understood there.

The committee is considering giving courses in other Southeast Asian languages and looking forward to welcoming students to them.





## JIFFA Hold Webinar on African Economy, Logistics

International Exchange Committee

Japan International Freight Forwarders Association Inc. (JIFFA) held an online workshop on the African economy and logistics developments on July 12, 2024. JIFFA invited Mr. Joji Izawa from the Japan External Trade Organization (JETRO)'s research department to the webinar. Member freight forwarders are so highly interested in the subject that as many as 150 people attended the online seminar on behalf of them.

The global economy is expected to grow 2.4% in 2024, which would slow down from the previous year for three

back-to-back years. In contrast, Sub-Saharan Africa's economy is projected to develop 3.8% in 2024 and 4.1% in 2025. In addition, people in their productive years, aged 15 to 64 years old, are anticipated to continue to slowly increase in number until around 2080 in the region. There are, as such, great expectations on consumer market expansions led by an increasing population.

The workshop covered a wide range of subjects, such as local economic, logistics and infrastructure affairs. However, Sub-



Mr. Joji Izawa

Saharan Africa is not very familiar to many JIFFA members. Therefore, attendees said in a survey that it was highly informative.

JIFFA will continue to provide information on subjects that may strongly attract member freight forwarders.

wordings and basic things related to logistics as well.

JIFFA received a written feeder back, and comments written in Chinese, from one of the attendees and intend to reflect it when planning future sessions.

## JIFFA Opens New Chinese Course for Business Use

Language Training Committee

Japan International Freight Forwarders Association Inc. (JIFFA)'s Language Training Committee opened a new Chinese language course in 2024.

JIFFA's popular introductory Chinese course has contributed to encouraging many people to want to learn the language for a long time. As many of those who have completed the introductory course want to attend a higher-level class to improve their skills, as such, JIFFA began the new Chinese course to help students acquire basic expression patterns for business use.

The new course was given on a total of 10 days between July 9 and Sept. 24.

Ms. Ting Ting Fan taught five students in a friendly atmosphere, using a textbook containing highly useful wording patterns for business use.

The course was highly rated by the attendees, with some commenting in a survey, "It was an enjoyable 10-class program for the small group of us," and "I learned many useful things for daily conversation." However, there was one saying that he/she wanted to learn business mail



Membership-Only Program

## JIFFA hold an Online IT Seminar, with 284 People, Including Replays

IT Committee

Japan International Freight Forwarders Association Inc. (JIFFA)'s IT Committee held an online seminar on up-to-data IT information on Oct. 30, 2024 and restreamed it on online video platform Vimeo from mid-November to early December. The webinar was watched by 284 people from 70 companies in total.

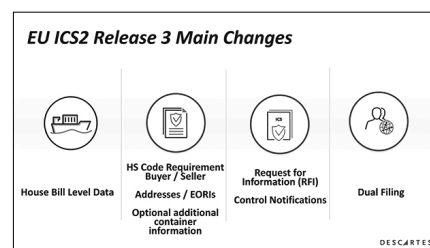
It is needless to say that security must be bolstered in the circumstances surrounding international trade. With the Import Control System (ICS2) for

Europe at the H.B.L. level fast approaching, our supporting members have assisted us in providing the latest information. At the seminar, the latest information in such developments was given by lecturers from JIFFA supporting members.

At a time when trade platforms are evolving, it is getting more and more important for member freight forwarders to streamline their business operations and make various efforts to link

themselves with trade platforms. The online seminar provided the latest information in this respect as well.

The IT Committee will continue to provide information and so on to help JIFFA members keep themselves informed on the latest developments in IT.



## JIFFA Organize Annual Logistics Tour for Children in Nagoya Participants Learn About Seaport, Airport on One Day During Summer Vacation

Public Relations Committee

Japan International Freight Forwarders Association Inc. (JIFFA)'s Public Relations Committee took 36 members from 17 families to the Port of Nagoya and Chubu Centrair International Airport on its annual logistics field trip for school children on Aug. 8, 2024. The committee launched the program in 2007 as an annual summer event.

When visiting a container terminal at the Port of Nagoya, the members were highly impressed by big gantry cranes. At Centrair, located south of Nagoya, they made a close study of airfreight transport at the Flight Park, where a Boeing 787 is displayed.

### Chubu Centrair International Airport

As soon as the members got together at 8:30 a.m. at Tokoname Station, they headed for Centrair, the first place to visit during the study excursion, on a chartered bus. The Flight Park, is so extensive a facility as an aircraft hangar that airplanes can be displayed as they are. A cockpit tour was the most popular program of the Centair visit. When they climbed a gangway to the B787 aircraft, its cockpit was right in front of their eyes. Some fathers were more excited with their eyes shining more brightly than their kids, weren't they?

### Nagoya Port Building

After lunch, the members moved on to Nagoya Port Building. At the Nagoya Maritime Museum on the third and fourth floors of the building, the Port of Nagoya was introduced as Japan's largest trade port. They were given an opportunity to learn about the seaport from various angles with exhibitions of actual equipment, dioramas, simulators that gave them a highly realistic feeling of presence and so on. Particularly popular was an experimental program with a cruising simulator that is actually used for navigator training. Did anyone successfully reach the end without having

a collision? They also experienced gantry crane operations—i.e., loading and unloading shipments at a port—in a computer graphics program. They looked like as if they had been playing a claw machine.

### Tobishima Container Terminal

The last place to visit was the Port of Nagoya's Tobishima Container Terminal (TCB). First, TCB employees briefed the port and terminal in a conference room. The most significant feature of TCB is that it is Japan's first container terminal to install remote control rubber-tired gantry cranes (RTGs), while it is the world's first container terminal to operate them. RTGs move containers from storage areas to terminal tractors and vice versa when they are picked up from storage facilities at yards and loaded onto ships, and when they are stored at yards after being unloaded from ships. TCB's RTGs are operated by remote control from dedicated stations. The field trip included a visit to a remote control station. It was very impressive to see operators efficiently remote controlling the RTGs using several monitors in the well-airconditioned room.

The field trip members were then relocated to the rooftop of a building, from which they observed TCB. Six gantry cranes were installed to load containers onto and unload them from freighters. One of the members said they

were like giraffes. Booms were left vertical as no containerhips were berthed at that time. This is probably why the cranes looked like giraffes.

At the end of the TCB tour, they went all the way to the end of the terminal by bus, where they looked up at the gigantic gantry cranes from their bottoms and watched incoming container carriers. Before they left TCB, memorial photos were taken of them with the sea in their background. JIFFA hopes that children from the field trip members learned that ports are an important infrastructure for the freight forwarding business, where they fathers and/or mothers work, as they are linked with the world.

