Narita aims for “Multifunction Airport”
Responding to the diversity of needs

Targeting 300,000 take-offs, landings

At present, Narita Airport is equipped with two runways. Runway 1 (2,600 m) and Runway 2 (2,500 m). The capacity of the airport was increased to 220,000 times in March 2010 after the extension of Runway B to 2,900 m in October 2009. At the conference on Narita Airport held in October 2010 by four diagnostic (the government, Chiba prefecture, 9 cities and towns around the airport, and NAA), an agreement was reached on further increase of airport capacity to 240,000 times per year.

With regard to the schedule of capacity increase, the airport first increased its ca- pacity to 235,000 times in October 2011 with the introduction of the simultaneous taxiways, as well as implement environmental measures at the airport.

As investment toward the realization of the annual capacity of 275,000 take-offs and landings by fiscal 2012, NAA is construct- ing a runway at the west of Runway B, as well as a runway and op-run at the Yokohama Area. Now in a bid to reach a 300,000-times system, the company will promote studies on such matters as facility approaches that will become optimum investments while assur- ing the views of existing airline companies, LCCs and business jet operators.

Narita is the second largest international airport in Japan with the current number of 250,000 times. Narita International Airport (NIA) was formed in an airport operation policy the city of Chiba, in the Chiba Prefecture, with the introduction of Narita airport concept being pushed by NAA.

The airport was increased to 220,000 times in October 2011 and Runway B (2,500 m). The capacity of existing network carriers, but also of LCCs and business jet operators.

With regard to facility development, for instance, the airport has already com- menced with the facilities within the airport. The total warehouse space in the vicinity of Narita Airport is 2.45 million tons per year. It will become optimum investments while assess- ing the views of existing airline companies, LCCs and business jet operators.

Narita has been the 2,297,555 tons registered as the first time in three years that the 2 million-tons worth of unloaded volume, representing the international air cargo industry.

The airport is well-balanced international large aircrafts represented by the Airbus A380 and Boeing 747 already calling at Narita one after another.

One of the main characteristics of the Narita Airport is its well-balanced interna- tional flight network that reaches 110 cities in 30 countries and 3 region (as of the end of July 2012), covering the U.S., Europe, Asia, Middle/Near East, and Oceania.

The year volume of international cargo handled in Narita has been around 2 million tons in recent years. About 70% of interna- tional cargo departing and arriving in Japan is handled in the airport, which shake the light on the importance of Narita Airport in the international air cargo industry.

The cargo facilities in the airport consist of Cargo Building No.1 to No.7. JAL Cargo Building, Common Freight Warehouse, Maintenance Area Cargo Warehouse, South Cargo Building No.1 to No.6, Cargo Agent Building No.1 and No.2, An- cient upper deck bridge called IDEA (District Upper Deck Access) for Alisus Alis, and an airport office space is 50,000 square meters.

The total warehouse space is 260,000 square meters while the off- fice space is 50,000 square meters.

The opening of the newest facility, the Cargo Building No.7, took place in Octo- ber 2006. The truck waiting space is made available next to the facility. The ability of such space to accommodate about 210 truck stops contributes the relaxation of traffic congestion in the Cargo Area.

The current capacity of cargo handling at Narita is 2.45 million tons per year. It will grow to 2.5 million tons once the installa- tion of the roofs at JAL Cargo Building is completed.

Narita International Airport, which handles about 70% of interna- tional and domestic freight, is the gateway of the country in terms of logistics business, not just for passengers. The airport has expressed its intention to boost its capacity, or the number of take-offs and landings by the current number of 250,000 times. Narita International Airport (NIA), which is formed in an airport expansion policy with the introduction of Narita Airport, is the latter’s presence in the world of international air freight will probably further grow.

Promoting improved efficiency in operation

With regard to recent trends in facilities at the airport, the cargo facility of Nippon Cargo Airlines (NCA) was moved to the South Cargo Area in May 2011 to a bill to consolidate the existing cargo handling system through the consolidation of its warehouses. After the consolidation, the Cargo Building No.1 and No.2 that were leased to NCA were then occupied by All Nippon Airways, Cathay Pacific Airways and International Air Cargo Terminal. The changed conditions in the manage- ments of the cargo section toward the more efficient operation of the facilities.

The cargo operators are in the process of formulating improvement measures and conducting studies toward the creation of a system that can flexibly cope with the expansion in cargo handling volume in an air- port to realize smooth logistics, including the no-tail-cargo in and out of aircrafts.

NAA interviewed the concerned parties and the following policies toward the improvement of smooth logistics operations: (1) formulative methods to carry out cargo that were stored in the warehouses, (2) promote the leveling of cargo carry-out operations by dispersing the time of cargo volume, (3) improve the operation of the track deck in front of the warehouses, (4) promote the formulation of direct services and mode outside the airport, (5) arrange the strait- off of service routes in the premises and improve the cargo the guide label and standardize the no more efficient traffic circulation.

Logistic facilities in the vicinity

Narita Airport is characterized for its vicinity, a form of borderlines and logistics providers that hold their own facility outside the real-estate companies specialized for the industry base out their properties. As of June 1, 2012, there were 45 bonded warehouses around the airport owned by 32 companies, many of which are located at the South-
Logistics innovation at Haneda airport

Consistent temp-control for perishables & pharmaceuticals

Responding to customers’ needs flexibly

Haneda airport is ready to take a role in international air transportation as the new gateway of Tokyo metropolitan area. It’s “re-opened” for international scheduled flight in October 2010 by the inauguration of fourth runway. Tokyo International Air Cargo Terminal (TIACT) was set up at “re-opened” Haneda airport for the operation of international cargo warehouse. In addition to handling general dry cargo at the spacious facility, TIACT provides quality service in consistently temp-controlled warehouses for perishables and pharmaceuticals. Highly demanded in recent years, the handling service for express cargo is on its menu as well. Preparing for the increase of slots for international flights in 2013, TIACT takes on a challenge of “Logistics Innovation” to create demands in air transportation.

Innovative international airport in post-war Asia

The History of Haneda started when the new airport was set up in Haneda in 1911 and named as “Tokyo-Airfield,” which is the name previously used for the site in Tachikawa, Tokyo. At that time, Haneda was equipped with a 300m x 1.5m runway. Though it was temporarily seized by Allied Occupation Army after the Second World War, most of its ground facilities in the airfield were retained in 1952 and renamed as “Tokyo International Airport.” In 1959, Japan Airlines started the scheduled cargo flight between Haneda and San Francisco. As the longest airport in Asia at that time, Haneda functioned as the gateway of Asia as well as Japan, by connecting to America and Europe at the doors of international air cargo industry.

After New Tokyo International Airport (presently called as Narita International Airport) opened in 1978 to catch up increasing demands in Tokyo metropolitan area, the operation of international flight at Haneda was transferred to Narita, except for a part of Asian routes. Since then, Haneda has contributed to Japan’s economic growth as the largest hub airport for domestic flights, connecting regions and cities in Tokyo metropolitan area.

In October 2010, Haneda made a comeback on the stage of international flight operation by the inauguration of the fourth runway, so-called “D Runway.” After more than 30 years of absence by transfer to Narita, the international flight operation eventually started at Haneda. Today, Haneda is equipped with four runways; A Runway (3,000m x 60m), B Runway (2,500m x 60m), C Runway (3,000m x 60m), and the new D Runway.

Within a few years, Haneda will expand its capacity by increasing available slots. The yearly capacity is expected to increase from 110,000 to 150,000 from the current 30,000 to 60,000. As a result of expansion, the number of slots for international flight to increase from current 30,000 to 60,000. Together with 90,000 slots during midnight / early-morning hours also included after following day, the total 90,000 slots are planned to be allowed for international flights.

At present, the volume of international flights at Haneda is about 5,000 flights per month, which is slightly less than 10,000. The national government has been making efforts to expand demand; for example, the landing charge for the international cargo flights arriving during midnight / early-morning hours was discounted by 90% from April 2011. As Haneda is close to Tokyo metropolitan area, one of the greatest consumption area not only the passenger but also the cargo is expected to increase by the planned capacity expansion for international flights.

Making use of Mitsui’s know-how

TIACT, a 100% subsidiary of Mitsui Co., Ltd., is the operator of international cargo warehouse at Haneda. The total site area is about 170,000 square meters. TIACT handles all the international cargo containers, which are shipped from the port, the domestic, and express cargo handled by airlines themselves.

While making use of the know-how of Mitsui as a global trading company, TIACT aims to achieve “Logistics Innovation” with the vision of “EDO Air Cargo Terminal.” “EDO” here represents “Efficient, Dynamic, Optimized,” whereas it is used to be the name of Tokyo.

Consistently controlled cool chain

As strengthening cool chain is a global trend in logistics industry, TIACT, as an operator of next-generation terminal, goes beyond by utilizing its consistently temp-controlled facilities called “Medical Gateways” and “Perishable Centers.”

TIACT has developed a common warehouse dedicated to pharmaceuticals for the first time as airports in Tokyo metropolitan area. MGC covers about 1,200 square meters of floor space, while FSC has 2,300 square meters. In accordance with applicable good manufacturing practice (cGMP) for investigational drugs, storage space is divided into 3 areas with different temperatures: constant-temperature (2°C-8°C), chilled (-15°C to -30°C), and frozen (-50°C to -80°C). Cool chain warehouse and chilled area of bonded area of bonded area and chilled area of bonded area is used for investigational drugs. Frozen area consists of a measurement for investigational drugs and storage. At present, investigational drugs manufactured abroad are sent to the local airports in Japan and transferred to hospitals, pharmaceutical companies, and contracted research companies all over the country. By making use of the domestic network from Haneda, the hub airport for domestic flights, it is possible to transport imported investigational drugs quickly, via MGC, to the domestic destinations.

First in Japan as a facility dedicated to storage of temperature-controlled shipments, “Perishable Center” stands adjacent to the ramp, which is the first case in Japan as a facility dedicated to storage of temp-controlled shipments. The facility has the capability of storage/release area (458~2,665) square meters, refrigerator (-10°C, about 550 square meters), freezer (-20°C, about 120 square meters), and the other freezer (-30°C, about 140 square meters). Unit Load Device (ULD) is quickly carried into the facility from the ramp. Because the ramp gets broken down at normal temperature area so that it can prevent from cold temperature change to warm temperature area.

Solution for increasing need of express cargo

Taking advantage of the convenient access of Haneda to the capital area, TIACT has installed a facility that allows quick handling service for express cargo increasing by day by day, which is called the Forward Support Center (FSC). FSC is a warehouse located in the import/export handling area, and it mainly handles both domestic and bonded cargo to be carried in and released. Standing next to bonded area and the ramp, the facility makes it possible for express cargo to shut carry-over-time and handle cargo more efficiently. As a transfer center (TC) on the ramp side, FSC enables the di- rect delivery service that has been expected by the increasing number of customers. This service helps to reduce damages and save expenses for distribution bases. And also, it improves the efficiency mainly in domestic deliveries. TIACT intends to take in various needs from customers to provide better service.

Effective solar power system

In airfreight, airports have been excluded from the appointed areas for saving electric power, and yet the effectiveness of TIACT’s solar power system has gathered much attention and brought many groups of observers from overseas for inspection.

Since July, the scheduled-cargo flight between Haneda and Taiwan has been launched. Taking advantage of convenient access to Tokyo metropolitan area, the great consumption area, TIACT continues to make efforts to create demands in air transportation by fully utilizing its quality facilities.
Promoting “Fly Centrair Cargo”

Taking Advantage of Strengths in Large Cargo Transportation

Chubu Centrair International Airport marks the 7th year in business this year since opening in February 2006. It has been making progress by taking advantage of its functional prowess. Located at the heart of Japan, the airport is affectionately known as Centrair. Centrair is the gateway of central Japan that is home to Japanese “manufacturing industries” centering on automobiles and related products. Since inauguration, Central Japan International Airport Company (CJIAC), the airport authority of Centrair, has made continuous efforts to create cargo demand through the promotional activity called “Fly Centrair Cargo,” together with the local government, local business circle and global manufacturers. The demand for cargo transport via Centrair will grow markedly as Boeing Co. increases production of Boeing 787s and the central and local governments support the development of the aerospace industry in Chubu area.

Lowering landing charges for cargo flight

Located on the shore of Tokoname City in Aichi prefecture, Centrair is one of the five airports capable of a 24-hour-operation. The airport has been requesting the central government to approve the construction of another runway in addition to the existing 3,900 ft runway. Currently, around 21 airlines (including 4 cargo airlines) provide international flight services at Centrair on 28 routes (passenger flights only and excluding NRT route). These operations bring freight handling services such as Air Hong Kong, Yangtze River Express (China), Asian Airlines, Etanay International Airlines. International flights exceed 307 per week (14 of them are freighters). Since the opening of the airport, the volume of international cargo transported via Centrair peaked in fiscal 2006 (April 2006-March 2007) with 218,090 tons. Fiscal 2011 (April 2011-March 2012) posted 114,001 tons (located 51,182 or declined 59,999 tons), almost on par with the previous fiscal year. Centrair has strategically tried to take in import and export cargo shipped from the manufacturers in surrounding areas such as Toyota Motor Corp., Danbo Corp., and Asia Seki Co., to cite a few. Central Japan International Airport Promotion Council (CJIAC), which consists of local municipal government, local economic community, private enterprises and CJIAC, has made efforts in the promotional activity “Fly Centrair Cargo” to ensure ships and to secure Centrair for their export import shipments.

CJIAC initiated in April 2011 an incentive scheme to lower the landing charge of international cargo flights by 30% for the increased amount of maximum take-off weight for one year. For example, the charge for a 747-400F to carry 395 tons (in terms of MTOW) comes to Y5,999. However, the additional charge will only be Y13,100 when additional flight is arranged. This incentive system is effective until April 20, 2013. CJIAC started the incentive scheme for Forwarders using freighter service: they receive a Y2,793 discount incentive for the increased volume of export cargo compared to the volume in the previous year. As for import cargo, CJIAC has already been offering a similar incentive scheme to Forwarders. The incentive plan for shippers, which used to be divided into several sub-plans, has been simplified into one plan. Shippers using freighter service are provided an incentive of Y10 per kg support for the volume of additional import and export cargos.

CJIAC is also trying to strengthen the partnership with airlines. Under the “Cen- trair Connection” drive, CJIAC and airlines are now working together and calling for more utilization of transshipment routes in order to make up for the shortage of direct flights. In Aichi and surrounding regions, “Forming largest aerospace cluster in Asia” along the southern edge of the airport is being developed and promoted by Aichi, Gifu, and Mie prefectures (Mie, Shizuoka, and Nagoya in Chubu area). With this designation, a variety of measures will be taken, including development of transportation facilities, expansion of storage and processing space, logistics, and design, flight test, manufacture, marketing, maintenance, and management, etc. With more than 5% of Japan’s yearly, the total product value of the aerospace industry in Japan is 2013 will be about Y7,995 billion from Y7,950 billion in 2012. Such increase also include the preparation for Boeing Co.’s mass production plans of the latest mid-size aircraft, or Boeing 787. Chubu also (the above five manufacturers) produces about 35% of civil aircraft parts/components in terms of value and more than 70% of fuselage parts, all of the production in Japan. So, natural, a few companies have established production hubs for aerospace industry and are working on the production of 787 aircraft components; the panel parts in Chubu area constitutes about 35% of all the 787 components. Once in the production process, too late to deliver for large cargo transportation will be cre- ated at the airport. Centrair has been designated to facilitate transportation of Boeing 787’s very large cargo, it is equipped with “TransRoute for Very Large Cargo (Boeing 787 aircraft)” along the southern edge of the airport is ideally located for Boeing’s exclusive use. The 787 components for fuselage from the leading works of Mitsubishi Heavy Industries, Kawasaki Heavy Industries and Fuji Heavy Industries are specially built large-size cargo, and therefore transported by ship from ship to plant to the port of the airport island and unloaded onshore. These huge cargos are transferred through the 24-hour open specialized route to the ramp where a “Dreamlifter” stands by loaded onto it. The 787 fuselage components are transported to the Everett (Washington) plant, Seattle, Washington state for assembly.

Recognized presence after Fukushima crisis

Centrair, which was originally designed to accommodate 787’s parts, has proved how capable it is function-wise right in the wake of the nuclear meltdowns at Tokyo Elec- tric Power Co.’s Fukushima No.1 nuclear power plant in March last year. All the electric companies in Japan ran nuclear power plants had to suspend their operation and issued a low without knowing when to resume them. To prevent shortages of electricity supply from taking place, they studied utilization of thermal power stations, and actually put them to practice. Until February this year, a total of 20 chartered flights carrying gas turbines and accessories had landed on Centrair, and related import cargo volume totaled 1,415 tons. As of the last fiscal year, the largest cargo aircraft by Antonov, was deployed in 19 flights out of 20 flights that landed on Centrair. It is known for its huge maximum take-off weight of 150,000 tons and has a tonnage of 787-400F. The reason that Centrair was chosen for the urgent transportation of special large cargo after the Fukushima accident is that the airport is equipped with both fully capable of handling very large marine cargo and gas turbine generators arriving by large freighters (third-kind mail approval), declared the company is ready to take in a half-ton. The freights are loaded onto Dreamlifter by knowing when to resume them. The special freight is expected to fly in 20 times a month, so the production rate is raised to 10 units a month. Annual cargo volume is assumed to be about 10,000 tons, just about 10% of all cargoes moved to/ from Centrair last fiscal year.

World Knowledge

Hiroshi Kawakami

Kawakami, President & CEO of CJIAC, at the press conference in April 2012. He declared the company is ready to take in a half-ton. The freights are loaded onto Dreamlifter by knowing when to resume them. The special freight is expected to fly in 20 times a month, so the production rate is raised to 10 units a month. Annual cargo volume is assumed to be about 10,000 tons, just about 10% of all cargoes moved to/ from Centrair last fiscal year.

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24-hour operations

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IACT develops a new business

The independent warehouse operator provides a full range of handling services at Narita International Airport.

International Air Cargo Terminal, Co. Ltd. (IACT), an independent warehouse operator, which has been in service of airport ground handling for almost half a century, is one of the most representative and reputable cargo handling companies in Japan. Starting cargo handling services at Tokyo International Airport in service of airport ground handling for almost half a century, is one of the most representative and reputable cargo handling companies in Japan. Starting cargo handling services at Tokyo International Airport in 1966, IACT moved to Narita International Airport in 1978 when Narita was opened. IACT has ever since provided cargo handling services at warehouse for import and export cargo later on, using 5 bonded warehouses located in the center of cargo area adjacent to ramp in the airport and one warehouse, also bonded, located outside of the airport. In its fiscal year 2011, from July 2010 to June 2011, IACT handled 262,712 tons of import cargos, 39% up from the previous fiscal year, and 34,379 tons of export cargos, up 5.2 folds from the previous year, with its total sales being ¥8.5 billion, or US$106 million and the ordinary profit, ¥304 million, or US$4.3 million, down 13.8% year-on-year. The number of airlines, which IACT handles on a regular schedule basis in the warehouse at Narita airport as of today, is 20 that include Air France, Alitalia, Cathay Pacific, Delta, FedEx, Polar, etc.

Starting a new business of Ramp & Passenger-care handling

In order to respond to the needs of airlines as well as air transport industries, IACT decided to step into new business, for IACT, of Ramp & Passenger-care handling services at Narita airport by utilizing Skyport Service Corporation (SPS), a ground handling company based in Chiba Central International Airport. Acquiring more than half of the shares of SPS from Mishindai Corporation in September 2010, IACT began providing airlines with ramp & passenger handling services at Narita in October 2010, sub-contracting such services with SPS, which opened its office at Narita at the same time.

“Through acquisition of the shares of SPS, IACT now can provide a full range of ground handling services both at Narita and Chubu airports,” says Osamu Takeda, President of IACT.

IACT handles 3 airlines, with its frequency, 50 flights/week in total, as of January 31, 2012, i.e. 50/Lankan Air, lines for Passengers-aircraft with 4w, which is the first contractor for IACT’s new service, from February 2010, Hong Kong Airlines with 7w for passengers and 7w for a pure freighter Airbus A310-200F and Polar Air with 12w for a pure freighter Boeing 747-400F.

IACT also handles charter flights in addition to flights of main airlines, so that it can handle high range of aircraft handling, including handling of cargo, cleaning inside of aircraft, flight operations, aircraft-maintenance support, pushing-back aircraft to the terminal, etc. as well as passenger care, or have greatly contributed to the entire services provided by airlines to their customers in terms of efficiency of their entire operations.

Activities and facilities outside of the airport

One of the distinctive features in the area of Narita International Airport is a lot of air transport cargo is handled, not only at the airport, but at cargo warehouses outside of the airport, operated by freight forwarders and shippers. In order to meet such needs, IACT started cargo handling services outside of the airport in October 2003. In March 2008, IACT expanded its own new facility, IACT Narita Logistics Center, where, at the beginning, IACT mainly handled export cargo, brought into the warehouse by freight forwarders, to prepare for their shipments for exporting.

In March 2011, IACT obtained a certificate of 13d warehouse from Tokyo customs for handling cargo at the IACT Narita Logistics Center, which is also operated and managed under a superb security system.

Introduction of a new computing system for cargo handling goods

In order to meet a lot of needs currently arising from the air transport industries, i.e. a change of surrounding business environment for a linear and more efficient cargo handling with accuracy, IACT has long studied the introduction of a new computing system, reviewing the current system, called “ACE”, which has been in use for 7 years and in full compliance with rules and regulations.

In May 2011, IACT started handling export cargo of Nippon Cargo Airlines (NCA) at the IACT Logistics Center, including Building up of Unit Load Devices. IACT handled Asia-bound cargo only but IACT has now handled Europe-bound cargo as well at the Logistics Center February 2012. The export cargo of NCA is to be handled at the ground-floor and the overall capacity at the warehouse to handle cargo is about 2,000 tons per month. The second floor is now mainly used for handling small package service cargo, but could be used for third party logistics businesses for sensitive cargo as the facility, fully air-conditioned and well-lit, has a reliable security system.

In 2014, so as to cover both of import and export cargo at warehouse, taking into consideration IACT’s business developments in the coming years, many efficient functions, superior competitive strength of the products provided in the market and a wider and global usage of the products by air transport industries, by usage of which would eventually lead to enhancing a business opportunity for IACT with cargo airlines and handling companies as well.

IACT has already started working with IBS to newly set up the products and confirming that they will smoothly and efficiently work in the warehouse operations, by the time of the year-end of 2014 when the contract of the main parts of the current computing system, ACE, is to be expired.

Activities at Haneda airport

At Haneda airport, which used to be the sole international airport in Tokyo and its vicinities until Narita airport was opened in 1978, IACT terminal airport cargo handling as a pioneer in 1966, and IACT moved to Narita airport in 1978; IACT has become engaged with Haneda airport, a both place the products providing an easy handling services to our customers for exporting air cargo since 1966 and has started handling cargo cargos as well. Since 2009, IACT has studied cargo documentation, tracking of freight and managed warehouse in 2014 by acquisition of management rights of Skyport Service Corporation, a ground handling company, IACT has launched a semi-service of handling for air transport operations such as acquisition rights of used systems, fabrication of aircraft, aircraft maintenance support and passenger cares, etc. now IACT safety and security are our core. For all of years needs for air transport operations, we are always next to Narita and Chubu-Nagoya international airports.

We are A Group of Professional Air Cargo Handlers, Bringing Japan and The Rest of the World Closer Together.

International Air Cargo Terminal, Co. Ltd. (IACT) has been providing a full range of cargo handling services to our customers for exporting air cargo since 1966 and has started handling cargo cargos as well. Since 2009, IACT has studied cargo documentation, tracking of freight and managed warehouse in 2014 by acquisition of management rights of Skyport Service Corporation, a ground handling company, IACT has launched a semi-service of handling for air transport operations such as acquisition rights of used systems, fabrication of aircraft, aircraft maintenance support and passenger cares, etc. now IACT safety and security are our core. For all of years needs for air transport operations, we are always next to Narita and Chubu-Nagoya international airports. Thanks a lot for understanding.
Reinforce logistics hub function by developing FTZ

To enhance the functionality on the cargo hub, Incheon International Airport (ICN) is advancing the development and utilization of Free Trade Zones (FTZ). Since 2001, when ICN started in service, the Incheon International Airport Corporation (IAC) has been working to expand the network and to develop the logistics infrastructure. At present, ICN is taking the second largest international cargo airport in Asia.

By focusing on transit cargoes, it has incremented the throughput figures thus far. The next step is to lure the logistics infrastructure. At present, ICN is taking the second largest international cargo airport in Asia. Reinforce logistics hub function

Gateway to Korea, and Asia

The greatest strength of ICN is its geographical and industrial position. It functions as the gateway to Korea, and Asia. Within 3 flight hours, there are 61 cities with population over 5 million. It is also situated the nearest to North America as an Asian airport. So, through the ICN hub, it is convenient to transport the cargoes which are collected from Asia to North America. In ICN, 74 airlines are in operation, and linking to 180 cities worldwide. The number of destinations is the largest among Asian Airport.

According to OAG32’s forecast (began 2010-15), South Korea is expected relatively high-economic growth (4.5% per annum). Korea has large global shares of products need to be transported by air (for example, memory chip (16.1%), cell phone (10.6%), car (7.7%), TV set (9.6%), and shipbuilding (34.4%). In ICN the transit shipments account for 49% of the cargo it handles. With Chinese markets providing the bulk of consignments, high-end goods such as semi-conductors, liquid crystal displays (LCD) and smartphone devices are its major export. In addition to capturing new demand, by promoting the FTZ, ICN aims to extend the existing cargo highway. Moreover, another strong point of ICN is that the financial base is solid. Since ICN opened 2001, the revenue has continuously been on a upward trend, and the operating deficit has never been recorded. With the exception of 2008, when profit declined by the impact of SARS, ICN is steadily growing year by year. In fiscal 2011, the revenue went up 8.4% year on year to $1,324 million, operating revenue rose 21.5% to $829 million, net income rose 23.5% to $519 million. ICN is ideally placed to develop non-aeronautical revenues and is transforming its premises into a multipurpose complex comprising shopping venues, business facilities, and leisure/entertainment attractions. This will not only provide passengers a varied and exciting experience, but also create a powerful growth engine along side of logistics.

State of art infrastructure

With respect to cargo infrastructure, ICN has the world’s leading state-of-the-art facilities and systems. It includes 4.5 million square feet of facilities and systems. It offers a broad range of incentives and administrative support to enhance the convenience of global companies’ business activities, including the easing of regulations on manufacturing, distribution, and trade; the construction of optimal infrastructure; low rental charges for land and buildings; tax breaks; and one-stop administrative services. In addition, simplified customs reporting procedures are applied to various value-added logistics activities – such as the transfer and assignment of goods between registered companies, and the use, consumption and re-export of foreign goods, with the application of zero VAT. IAC cooperates with the customs closely, and offer fast and easy customs services. Through EDI (Electronics Data Exchange) system or Internet, any paper submission is not necessary (among the 169 World Customs Organization member countries). To enhance the business environment that is useful for the companies, it is aiming to take a larger slice of pie.

Utilize LogisPark, and increasing its use

The FTZ consists of Cargo Terminal Area and Airport LogisPark. IAC is focusing to invite manufacturing company to the LogisPark and to create further new demand. Since 2001, when ICN started in service, it is aiming to take a larger slice of pie. LogisPark has been developed as two-step plan. At present, it is Phase 1 for logistics companies. The phase 1 area is located approximately 5 minutes away by car east of the Cargo Terminal Area. The size is 1 square kilometer. More than 60% is being occupied by logistic companies and they do businesses such as global distribution or supply chain management. The Park is scheduled to open in near future. It is located in the north side area of the Phase 1. The space is 1.4 square kilometers. The area will be developed as tunable area for manufacturing and global distribution.

As the FTZ offers a lot of incentive plans, the logistic or manufacturing company can receive benefits instantly of expenses. The man- cost levels for logistic companies are the lowest among the major Asian airports, and the local manpower cost is relatively low.
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