Growth led by automobile and aircraft industry

Value of the product shipments from Aichi prefecture, home of Centrair, posted ¥16,032.2 billion in 2012, up 8.1% in com-
parison to that of 2011. It was 13.0% of the nationwide products that year, increased 0.9% year-on-year. In fact, Aichi took the number one position in the production share for 30 consecutive years after 1977. Needless to
say, automobile-related industry includ-
ing Toyota Motor Corp. concentrates in this area, and in late years, the automobile industry is
spreading as well concurring production of Boeing 787.

Five prefectures in the Chubu area, namely
Aichi, Gifu, Shizuoka, Mie and Nagano, pro-
duce about 35% of aircraft and its parts in terms of value, as well as more than 50% of airline parts production in Japan. The govern-
ment has designated the “Special Zone to Create Asia’s No.1 Aerospace Industrial Cluster” promoted by the Chubu region as the “Comprehensive Special Zone for Interna-
tional Competitiveness” in December 2011. Initially 47 zones were the subject to apply for the designation, however, 20 zones in Nagano and Shizuoka were newly added after the turn of the year. Of the designated zones (as of June 2012), 11 have applied for an approval of area expa-
nsion. About 99 bodies of enterprises/organiza-
tions/local governments have additionally ap-
plied for designation of special zone. If they are approved, a total number of bodies will make 239. In the midst of globally expanding needs for aircraft, Chubu area is expected to grow further as the center of supply-chain in Asia for aircraft manufacturers.

Centair marks 10 years of its operations in February 2015

Centair opened on February 17, 2005 and
will mark the 10th anniversary of establish-
ment next February. The airport has a single
runway of 3,500 meters in length and 60
meters in width, and under an advantage of its location at off the coast, it is capable of operating around the clock. 24 hours a day, 365 days a year. In the center of Hamamatsu, accesses both to the
Tokyo metropolitan to the east and the Kan-
sai urban area to the west are good, that it is convenient and optimal for land transport within Japan. According to international flight service schedule as of July 2014, 297 flights for passenger planes per week (209
in July 2013) and connecting 27 cities (26).

International flight service schedule for air cargo in 28 flights per week in July 2014

Chubu Centair International Airport

Marking 10th Anniversary, Centair shows potential as cargo flight increase,

Japan’s number one industrial agglomeration situating in the hinterland

The volume of international cargo at Chubu Centair International Airport (NGO-Centair) shows steep increase. The Chubu area, where Centair is loc-
ated, is not only geographically known as the center of Japan but also known as Japan’s core area for Monozukuri (“manufacturing”) in Japanese.

of such products as automobile and aircraft. In 2013 air freight services kicked off one after another, which brought chances to regain those air cargoes that flew out to the other airports. In February 2015, Centair will mark the 10th anniversary of its operation.

Dreamlifter flies in Chubu

A typical characteristic of Centair is its capa-
bility to handle large and irregular cargo by utilizing the underpaid named “787 internal body parts passage way” situated in southern

tip of the airport. Major suppliers such as Mitsubishi Heavy Industries, Kawasaki Heavy Industries and Fuji Heavy Industries are concentrated in the Chubu area. Longer-

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The aircraft Spring Airlines Japan fl ies is

Lufthansa Cargo and DHL signed a contract for
the long-term strategic partnership on April 9,

Directly connecting to ANA’s

OKinawa Cargo Hub

On August 28, 2013, ANA signed an air cargo service with Boeing 767 Freighter for “Narita-Centrair-Naha (ANA’s Okinawa Cargo Hub) route six flights per week. ANA

retained freighter operation at Centrair after a hiatus since 2008. Centair functions as a hub for the flights connecting to such cities as Shanghaid/Pudong, Hong Kong, Osaka, Taipei/Taoyuan, Seoul/Incheon, Bangkok, and Singapore. High speed overnight transporta-

tion is a strong point to attract transport demand of Asia bound cargo.

Handling volume for the international cargo at Centrair in the fiscal 2013 (April 2013-March 2014) outperformed the previous year by 3.8% from the pro-

full scale operation of Boeing’s DOC

Production rate for 787 is currently 10
units/month. The rate will be increased to 12 units/month in 2016 and further to 14 units/month in 2019. Dreamlifter and effi-
cient supply chain was essential to be set up.

Eventually in March 2014, a storage facility for the aircrafts’ parts “Dreamlifter Opera-
mation Center (DOC)” started full scale opera-

Centair has been carrying out a landing for discount fee system as an original supporting policy for the customers. One of the discount programs is for the international cargo ar-

rival/departed to/from Centrair; if the maxi-
mum number of bodies is set, an additional rate will also be applied as “promotion to

Discounting landing fee for cargo flight

In April 2013, 80% discount of the land-
ing fee for discount system was applied. In the future, the discount system will also be expanded as “promotion to make Centair a core base for the international air cargo flight”. Specifically an appli-
able case for newly established services in two routes or more and two flights per week or more. The regular landing fee is ¥547,400, for example; it is ¥56,000 (equivalent to ¥1,600,000). But it becomes ¥13,000 (¥333,000) if the discount program is applied.

More charter freights for large-size-cargo fly in

Increasing number of charter airplanes for ultra-large and heavy cargo fly up to Centair lately. Land transportation of ultra-large and heavy cargo from local area in Japan to the airport is occasionally physically impossible and therefore marine transport is inevitable in such cases. Some airports are equipped with port functions for marine transport but Centair is the only airport that has a full-fledged cargo

Switching to Centair

Since its start, the promotional strategy “Fly Centrair Cargo” for the usage of freighter transport has been pushed by Centair, which is situated in the center of Japan’s leading manufacturing industry, with a support from the local members. One of the plans is for en-
couraging shippers to switch the loading air-

port function for marine transport but Centrair has been carrying out a landing

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Daily Cargo’s Special Report

Part 1 Frontline of ASEAN automobile logistics

Founding of AEC makes a change to automobile logistics

Production likely to be consolidated in Thailand and Indonesia

Imagine how the ASEAN Economic Community (AEC), coming into being in 2015, makes a change to the production, sales and logistics of automobile industry in the community.

The world pays attention to the birth of mega-market with 600 million people. The principle of staff elimination is planned to be fixed by the end of 2015, where Cambodia, Laos, Myanmar, and Vietnam join 6 countries including Thailand, Singapore and Brunei. With these newly entered members, the market size is expected to double. Expansion of production in ASEAN countries is expected in the near future.

ASEAN is moving to the ASEAN FTA. The reduction of customs tax is expected to happen. Although the possibility of increase of importation is expected, it is not certain. Meanwhile, the new market, which is a country of 600 million people, is expected to be developed to become the number one in the region.

ASEAN involves the automobile industry in the community. The issue of automobile market in ASEAN is an important factor. The number of automobile sales in ASEAN in 2013 had been expected to reach 22 million units both in production and sales of vehicles in Asian countries in 2013.

ASEAN ADDRESSES THE AUTO LOGISTICS ISSUE

ASEAN has been expanding the automobile industry in the region. ASEAN countries (Singapore, Malaysia, Indonesia, Thailand, etc.) have been expanding their automobile industry. ASEAN countries produce automobiles in ASEAN, which means that we take less care of production and sales in Japan as well, as ASEAN.

According to the report of ASEAN, Thailand, Indonesia, and Malaysia, the automobile industry has been expanded. The number of automobile sales in ASEAN is expected to increase by 32% from 2011 to 2015. The number of automobile sales in 2011 had been 15 million units, but it is expected to increase by 32% from 2011 to 2015. It is expected to increase to 20 million units in 2015.

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Providing total handling services at Narita and other airports
Pursuing quality improvement through renewal of operation system and other innovations

International Air Cargo Terminal Co., Ltd. (IACT) represents Japan as the independent airport warehouse operator as well as the ground handling service provider. In addition to the main business of import warehouse operation at Narita International Airport (NRT) for 36 years, the company has entered into new business of export warehouse operation, airport ramp handling, and passenger handling since 2010. The facility specialized for temperature-controlled container was established in 2012 while the main deck loader for UID with maximum weight of 35t was introduced by IACT for the first time in Japan in 2013. The new operation system started in operation from March 2014. With the history for nearly a half century, IACT has contributed to the development of air cargo industry in Japan and will be moving on, responding to the trend of air cargo industry around the world.

IACT Expands temp-controlled service as the operation for LCAG starts

IACT celebrated the 50th anniversary of establishment since start of the business of its predecessor, Fuji Air Service. Since January 2013, IACT has started the warehouse operation for lithium-ion battery (Li-ion) as well. LCAG has the reputation for its quality service in temp-controlled operation. Preparing for the commencement of service for Li-ion battery, IACT installed its own facility at NRT in the basin centering facility for temp-controlled containers made by IACT in the end of 2012. Located at the 2nd floor of IACT A building, the new facility is a part of the 50th Anniversary since establishment

The company changed its name in 1964 and started operation of the common import warehouse at Tokyo International Airport

In 1987 and continues to be the main common import warehouse operator of NRT for 36 years. IACT has led the industry as the pioneer of common import warehouse.

Logistics center in vicinity of NRT

IACT has proceeded with diversification of business in the shift of business environment. In September 2010, the company acquired Upport Service Corporation (USP), a company providing warehouse operation and ground handling at Chubu Centrair International Airport (NGO), by purchasing majority stakes previously owned by Mitsubishi Corporation. By this acquisition, IACT started operation at NGO and entered into ramp handling business.

Business domain of IACT is not limited to logistics services for airlines. Of the two new carriers, of which the operation for LCAG starts in July 2013) and connecting 27 cities (26). In the midst of globally expanding markets, the competition hosted by Hong Kong Air Cargo Symposium (WCS) which is held every spring around in the world. It expands the area of business outside of Japan by visiting the headquarters of customer airlines.

Join in IATA, act in the world

Also in January 2013, IACT joined the competition hosted by Hong Kong Air Cargo Terminals Limited (HACTL) at Hong Kong International Airport and won the best prize in “Pallet-building” sector. Without doubt, the airlines flying to NRT should look at IACT as the possible agent for ground handling.

IACT USER AIRLINES

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We Are a Group of Professional Air Cargo Handlers, Bringing Japan And the Rest of the World Closer Together.

International Air Cargo Terminal IACT has been providing a full range of cargo handling services to our customers for importing air cargo since 1955 and has started handling express cargo as well since 2009 including cargo documentation, handing of freight and bonded warehousing. In 2011, by acquisition of management rights at Skyport Service Corporation, a ground handling company, IACT has launched a new service of Ground handling for all transport operations such as handling of air cargo, air cargo warehousing, aircraft maintenance support and passenger services. It makes its ability to the fullest as a comprehensive ground-handling service provider.

The aircraft Spring Airlines Japan flies is Boeing 777-800 and it provides five flights per day from NRT, as a hub airport, to Takamatsu, Saga and Hiroshima.

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