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WADACHI

LOGISTEED Group
Public Relations Magazine
November 2023 vol.51

2023
Autumn





Hitachi Sun Nexus Ibaraki Logisteed Group Member

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From the Haneda Airport Terminal 3 Observation Deck

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Grape fields on Beaujolais lands

Fall delicacies

We are now in the transition phase from the deep heat of summer to the fall. The fall is known as a season with lots of fun things to do, including sports, reading, art, entertainment—and eating! And then there is the Beaujolais Nouveau, held every November, which makes the news every year as it arrives at Japanese airports. The third Thursday of every November is opening day; this year it falls on November 16th.

For distribution purposes, the wine is imported from France slightly before that date, but sales and consumption are prohibited prior to opening day.

Because Japan is close to the International Date Line, people in Japan can start drinking the wine about eight hours earlier than people in France. During Japan's asset-inflated "bubble economy" period, the catch phrase

"Japan: the first place in the world where you can drink "Beaujolais Nouveau" was used, generating a boom for the wine. Japanese love "firsts"—like "first bonito" and "first eggplant"—and they also like special events—both of which tendencies made Beaujolais Nouveau very popular in Japan.

Today, half of Beaujolais Nouveau exports are bound for Japan. "Beaujolais" refers to the Beaujolais area of Burgundy, France, while "Nouveau" means "new." As the name implies, this wine is produced from grapes harvested in September. One characteristic is the fresh aroma, which means it should be enjoyed as soon as possible rather than waiting for it to age as is the case with other wines.

A look back on 92 years of history: Haneda Airport links people and cargo by air

In 1903, the Wright brothers succeeded in flying the world's first manned fixed-wing aircraft, which was followed by the rapid development of the aviation industry. The Tokyo Air Field, the precursor of Haneda Airport, was established in 1931. Here we take a look back at Haneda Airport, which boasts Japan's largest number of passengers as well as arrivals and departures, and has earned an extremely positive international reputation.



Japan's Hub Airport

Japan has a total of 97 airports, which are linked to each other domestically as well as to locations around the world. Tokyo International Airport, well-known as Haneda Airport, is a hub airport that leads the nation in number of passengers and well as arrivals and departures. In 2022, Haneda saw a total of 50,750,000, including both domestic and international flights. In contrast, in 2018, prior to the coronavirus pandemic, the total was approximately 85,600,000.

The Bell Cricket and the Pine Cricket: First-Flight Passengers

The Tokyo Air Field, predecessor of Haneda Airport, was established in August 25, 1931, in an area close to the current Haneda Airport

Maintenance Yard. Until that point, private air services had operated out of the Tachikawa Air Field, which was a facility of the Japanese army. The Tokyo Air Field then became Japan's first nationally-operated air field for private air services.

The first flight, a six-seater single-engine small aircraft, was a cargo flight between Haneda and Dalian, China. However, instead of people, it carried some 6,000 bell crickets and pine crickets! The idea was to bring a bit of fall to the Japanese living in Dalian. At this point in time, ordinary people did not fly yet as fares ran very high—which meant there were no passengers.

The total surface area of the Tokyo Air Field when it opened was approximately 53 hectares. There was only one runway, which was 300 meters long and 15 meters wide.

The site was expanded upon multiple times, such that Haneda Airport is now approximately 1,516 hectares. There are four runways, each measuring 2,500-3,360 meters in length and 60 meters wide.



Haneda Airport operates 24 hours a day, with various kinds of airplanes arriving and departing

The name “Haneda” derives from the rice fields at the edge of the land

The airport’s history began with Edo Period expansion

The reason why Haneda Airport is located on reclaimed land at the Tamagawa River estuary mainly dates back to the Edo Period.

During this time, the village of Haneda was located on the left bank of the Tamagawa River estuary. Land formed from the silt carried by the Tamagawa River was reclaimed for rice fields. The “ha” and “ne” in the word “Haneda” referred to “edge” and “land” respectively. It is believed therefore that the name originally means “rice fields comprised of coastal soil at the land’s edge.”

Near the Village of Haneda there was a place called Haneda Ryoshi-machi, which was a center for fishing, trade, and maritime industries. People were drawn to this place, which engendered a lively atmosphere. It was at this time that a man named Suzuki Yagoemon, a ship owner

in Haneda Ryoshi-machi, embarked on the development of tidal flats and new rice fields. This is how this place, located near the current Haneda Airport Maintenance Yard, came to be known as “Suzuki Shinden.”

During the time when these new fields were being developed, tall waves often made holes in area embankments. In response, the Suzuki family built a private shrine called “Anamori Inari Shrine,” which housed a deity believed to protect the embankments from these holes.

As of the Meiji period, an oceanside bath area as well as tidal flats where people can go clam-digging were developed in the area of the Anamori Inari Shrine. There was also a mineral spring complete with accommodation. Anamori Station on the Keihin Railway (currently the Keihin Kyuko Line) is now a major tourist area in Tokyo as well as a health resort area.

Wright brothers succeed in flight, ushering in the era of aviation

In 1903, the Wright brothers succeeded in flying a manned fixed-wing aircraft, which led to the manufacture of airplanes around the world. The first fixed-wing aircraft to fly in Japan flew for the Yoyogi Military Training Grounds, in 1910. Later, in 1916, Tamai Seitaro succeeded in flying the Tamai 2, an aircraft he built himself. Tamai subsequently opened the Nippon Flying School in Haneda Anamori-cho.

In 1928, the Japan Air Transport Corporation was established under the jurisdiction of the Ministry of Communications. The company launched air services the following year, renting the Tachikawa Air Field for this purpose. However, because Tachikawa was located far from the city center, and also because there were restrictions on borrowing the space, the Ministry of Communications decided to construct a public airport for private air services near the city center. Haneda stood out as the right place to build it.

There were several factors impacting the decision: the appropriate size land could be easily acquired, there were no physical obstacles, and the site was close to Anamori Station, making it easy to access. This led to the opening of the Tokyo Air Field in 1931.



Former Gate No. 1 of Anamori Shrine, relocated in 1999



Haneda Airport photographed from Tokyo Port OI Pier in 1973
Photo credit: Yoshio Takahashi/PIXTA



The Haneda area during the Edo Period and present-day

- Land during Edo Period
- Land today
- Edo Period place name
- Present-day place name

Saltwater bathing and clam digging at the saltwater flats
A former tourist area complete with accommodation for mineral spring-goers



Airplanes continue to fly from Haneda Airport today, 92 years on

3rd best in world overall, 1st in cleanliness for eight consecutive years

Haneda Airport gets high marks from a global perspective. Haneda Airport took third place on the SKYTRAX World Airline and Airport Ratings (headquartered in the U.K.) World's Best Airports 2023 list (overall rating). Singapore Changi International Airport (Singapore) and Hamad International Airport (Qatar) took first and second place. SKYTRAX also has other categories, including the World's Cleanest Airports, for which Haneda Airport came in first for eight consecutive years.

Haneda also scored first for eleven consecutive years on SKYTRAX World's Best Domestic Airports for user-friendliness and comfort level of the domestic route area, and for five years on the World's Best PRM/ Accessible Facilities list (user-friendly for the elderly and people with disabilities).

These international rankings indicate that Haneda is recognized for its excellent quality and for providing services that resonate with passengers.

Haneda Airport now has a history stretching back 92 years, and is on course to continue to grow and develop as a safe, user-friendly airport.

Terminal 3 was completed in August 2010. The 4F restaurant and shop area boasts the "Edo Alley" and "Haneda Nihonbashi" for a taste of the Edo Period.

"The Development of Haneda Airport" by Tadano Kunio (Seizando Shoten); "The Haneda Airport Articles 1931-2023 Tokyo International Airport Photo Collection" (Overseen by: Haneda Aerospace Museum Promotion Council/Tokuma Shoten); "Shintei Stories of the Airport," by Iwami Yoshiharu and Hasegawa Takeshi (Seizando Shoten); "Path of the Airport, Revised Version" (Ikaros MOOK, Ikaros Publications, Ltd.).

An international airport accommodating arrivals and departures 24 hours a day

Airport requisitioned following World War II

The American General Headquarters (GHQ) requisitioned the Tokyo Air Field in the wake of World War II, at which time the name changed to Haneda Army Airbase. Under the American military, the airport was expanded three-fold in terms of surface area. It was returned to Japan in its entirety with signing of the Treaty of San Francisco of 1953.

Narita International Airport (New Tokyo International Airport) was opened in 1978, with all international routes transferred to the new airport with the exception of China Airlines. In 2010, some regular international routes were re-launched at Haneda for the first time in 32 years, with the opening of Runway D (the airport's fourth runway) and an international terminal (currently Terminal 3). Also as of 2010, arrivals and departures are now accommodated 24 hours a day.



3F Departure Lobby, where international flights depart. The lobby features a universal design with a focus on user-friendliness including an easy-to-understand layout. One outstanding design characteristic is that there is nothing to block the view in this large space.

LOGISTEED Express, Ltd. Haneda Office

Seafood bound for New York to depart on same-day flight from Toyosu Market

The Haneda Office at LOGISTEED Express, Ltd. handles air cargo for import/export from Haneda Airport. The company has an office located in the Tokyo International Air Cargo Terminal Bldg., next to Terminal 3.

Day-to-day operations include customs clearance procedures for pharmaceuticals and specimens, perishable foods, as well as visual import inspection, animal quarantine, plant quarantine, and more. The volume of export procedures by far exceeds import procedures. Drawing on the fact that the location is close to the city center, the location receives seafood shipped in the morning from

Toyosu Market by truck in roughly 30 minutes. The cargo is immediately taken to customs, at which time the paperwork is done to export the product by same-day flight to New York, U.S.A.

Air cargo handling requires extra speed. For

this reason three of the office employees are registered customs specialists, including Manager Makino—and they are all very experienced with the process. In order to accommodate short cargo cut-off time, they have no room for mistakes at customs.



DATA	
Address:	International Cargo Bldg. 4F 417-418 Tokyo International Air Cargo Terminal I Hanedakuko 2-6-3, Ota-ku, Tokyo
No. of employees:	4

Haneda Office employees
From left: Matsueda Ryoichi, Office Manager Makino Katsutoshi, Tsuyuzaki Koji, Ishida Kazuyuki

Muta Yuki

LOGISTEED
Track & Field Club
Athletes at
Work & Play
vol 2

We wanted to know about the Logisteed Track & Field team and what the athletes like to do both at work and at play, and also how they feel about the sport. We asked Muta Yuki, named captain of the team for spring 2023, about the reputation of the team, future goals, and more.

Tell us about your role as captain, which you first took on in spring of 2023.

My job is not really about organizing the team members, but rather about such duties as acting as their representative and being interviewed on behalf of the team. When I was named captain, I talked about how we'd really like to see the people of Matsudo City (where the team is located) be proud of our team. I'd also like to see our employees become more familiar with the Track & Field team. We'd love to share in the joy of winning with everyone.



What are the goals of the Track & Field Club?

As a team, our goal is to finish in the top six at the New Year Ekiden Relay Race on New Year's Day 2024.

Personally, I believe our goal is to run the longest part of the New Year Ekiden, win it, and produce results.

The longest part of the race is a competition between the best runners of the various teams.

And so we are taking responsibility for our results.

But first we need to do well in the Higashinihon Corporate Ekiden relay, which is the preliminary race for the New Year Ekiden relay—and earn the right to compete in the New Year Ekiden relay.

How many points would you give the team?

Right now I'd give us about 20 out of 100.

I may be being a little tough, but we are not performing well at the moment. Track & field is a very clear-cut competition, because it is about time, order in which the runners come in, etc.

However the team as a whole has been training hard, which means we will be able to produce results. I'm not worried.

Can you describe the relationship between the Track & Field Club and the local area?

We recently held a foot-racing class for elementary school students of Matsudo City.

We are also thinking that it would be great to have opportunities to share our knowledge and experience with junior high

and high school Track & Field Club students, as well as regular people who have an interest in running.

Where do you do office work?

I work at the LOGISTEED East Japan, Ltd. in Saitama Prefecture two days a week from 10 am-2 pm in the Accounting Department.

Besides my work in the Accounting Department, I'm also involved with other departments in the company. Before competitions, I report on our projected results to our employees, and though it's some pressure, it's good for me because everyone is very supportive.

“My goal is for the local people to be proud of our team!”

Muta Yuki was born in 1993 in Tokyo. Graduating from Meiji University, he joined the Logisteed Track & Field Club in 2016. He ran the Hakone Ekiden as part of the Meiji University Athletics Running Club during his third and fourth years at the university. Mr. Muta has served as captain of the Logisteed Track & Field Club since the spring of 2023.



Some Notes from the Masters

達人ノ音

vol 2 The second character in the Japanese for “Wadachi” means “friend.” Here we are pleased to introduce our friends from various fields.

What's the appeal of rugby, a sport played by teams of 15 players?

Hitachi Sun Nexus Ibaraki Members (from left in photo)

Yokose Shintaro
Haginoya Atsushi
Kamikariya Yuki

Hitachi Sun Nexus Ibaraki, a locally-organized rugby team based in Hirachi City, Ibaraki Prefecture, has nine team members who are employees of LOGISTEED East Japan, Ltd. The Japanese rugby team drew a great deal of attention at the Rugby World Cup, held in September 2023 in France. We asked three of our employees, who are fully engaged both in the sport and their work, about the appeal of rugby for them.



Hitachi Sun Nexus Ibaraki is a locally-organized rugby team based in Hitachi City, Ibaraki Prefecture. The team's predecessor was the Hitachi, Ltd. Rugby Team, first established in 1934. In 2022, the team became a General Incorporated Association, with close ties to the community. The team works to help revitalize the region through the sport of rugby, including steps such as signing a Hometown Agreement with Hitachi City.

Currently Hitachi Sun Nexus Ibaraki is comprised of nine employees of LOGISTEED East Japan, Ltd. These team members get together to practice after work on Tuesday and Thursday night for two hours, as well as on Saturday and Sundays. They practice at the Hitachi City Ose Sports Park, which just opened this past July. It features artificial turf.

Praise from amongst my colleagues makes me happier than that from spectators.

The team members work at the company, practice playing rugby, and competing in matches.

Haginoya Atsushi, who joined the company in 2018, comments with a smile: "Really I have no private life outside of work and rugby. I've long left behind the idea that I need to have fun."

Mr. Haginoya works with the Taga Service office, where he is responsible for cargo leading using a forklift. He plays the lock forward position. Rugby teams are comprised of 15 members with a scrum consisting of eight forwards. The lock is in the center of the scrum, and their role is to hold the scrum together and move forward. The player in this position often uses their height to get the ball when it has gone out of the touchline and thrown back in by line-out. The players from a tight group to mow down their opponent and move forward.

Mr. Haginoya says about the lock position: "I like this position because it's kind of down-in-the-dirt, and you've got to have tenacity—and you're moving all the time. Also it's more important to me that my fellow players think I do a good job than the people watching."

And he's very enthusiastic about the appeal of rugby: "There aren't many sports where teams are made up of 15 players. Rugby players in other countries tend to be large people, but in this sport we don't classify players by weight."



A practice match with the Rikkyo University Rugby Team held on July 9, 2023. Travel expenses were paid from donations made by sponsors.



It's a rough sport where the players clash into each other, and we have to face any player, no matter how big their are, without being scared. You can't play this sport without communicating well with the other team members—and we all share in the thrill of scoring."

The backs go for points

In addition to the forwards, there is also a group of seven "backs." Their role is to pass the ball, tun through the opposition, and score points with a "try." Mr. Kamikariya, who joined the team in 2019 and is now part of the Electrical Wire Sales Dept., plays the back wing or fullback. Mr. Yokose of the Administrative Dept., who joined the company in 2020, plays wing.

Mr. Kamikariya remarks: "The fullbacks play in the very rear, and they are the final defense as the opponent tries to come through. The role of the fullback is to intercept balls kicked by the opponent. Meanwhile, Yokose Shintaro adds: "The wings pick up the pass last and go for the points. The fastest runner on the team often plays this position."

These three players have been playing rugby since they were in elementary school, and also played on their university rugby teams, which led them to where they are now. Mr. Kamikariya comments: "I really feel that the presence of our fans as well as the support of company sponsors and the community are key to corporate rugby. I believe it's our duty to return the favor."

"Hitachi Sun Nexus Ibaraki is currently part of the top East B Group of corporate rugby teams. From September through December 2023, the teams in the league play matches against each other. The two top teams advance to the A League competition held in the latter half of December. The goal is of course to win the B League and since to the A Group. Mr. Yokose says enthusiastically: "As far as out strategic abilities go, we can reasonably expect to advance to the A League. Root for us!"



Employees of LOGISTEED East Japan, Ltd. who are part of Hitachi Sun Nexus Ibaraki. All the team members both work and play rugby. The members also teach special classes on rugby for elementary school children in Hitachi, the purpose of which is to show kids the fun of rugby.



Hitachi Sun Nexus Ibaraki
 The team's predecessor was the Hitachi, Ltd. Rugby Team, established in 1934. Becoming a General Incorporated Association in 2022, it is currently comprised of approximately 40 members. The "Sun" in the name refers to Hitachi's athletes, staff, and organization, while "Nexus" means ties, connections, collaboration, a chain, and syntheses. Besides competing, the team also has a mission of bringing dreams, courage, and inspiration to the company and the local region through the sport of rugby. The 2023 team slogan was "be dedicated to winning." The team's goal is to win the top East League B Group competition and advance to the A group.

—Optimization of Inventory at Distribution Centers— SCDOS Coordinated Inventory Control Service Launched

With a view to optimizing inventory at distribution centers, LOGISTEED has launched new services including automatization of data analysis in inventory management, as well as greater sophistication and visibility using tools such as AI and simulations, starting in FY2023.

These services digitally link distribution and product headquarters of customers engaged in inventory management at distribution centers with stakeholders such as business partners. Inventory management is optimized based on this data.

Manpower Management Features Added to SSCV-Safety, the Company's Safe Operations Management Solution

LOGISTEED has added a digital manpower management feature, designed to boost precision in manpower management, to SSCV-Safety®, the company's safe operations management solution system. In addition to the three features of prediction, protecting, and analysis in hindsight—all of which contribute to transport safety—SSCV-Safety® serves to cut the burden of management operations through digital roll call and digital daily inspection logs. In order to help transport providers follow the relevant rules and regulations, we added a manpower management feature for drivers that coordinates with them using a digital tachograph.

Soapbox Derby Global Competition LOGISTEED Nippon Makes an Entry

The All-American Soap Box Derby (a gravity-driven car race) was held on July 22 in the state of Ohio, USA. Since LOGISTEED is a sponsor of the Japanese contestant, a car labelled with "LOGISTEED Nippon" competed in the race.



First Fuel Cell Truck Deployed

LOGISTEED East Japan, Ltd. Deployed the Logisteed Group's first fuel cell truck. The fuel cell truck is embedded with a system using a reaction between hydrogen and oxygen to generate power. Because the truck does not generate CO² when running, it is seen as a next-generation environmentally-friendly vehicle.

The LOGISTEED Group considers decarbonization of society to be a priority issue. With a view to achieving effective climate change strategy and decarbonization, we are both cutting greenhouse gasses and rendering clean energy sources more efficient. We are moving ahead with a plan to replace conventional vehicles with high-mileage, low-pollution models as part of this strategy.



Disaster Relief Supplies Provided to the Summer Vacation Children's Food Assistance Box

LOGISTEED donated roughly 5,000 soup meals, disaster relief supplies stored at the LOGISTEED Bldg. Head Office. to the Summer Vacation Children's Food Assistance Box, a project under the auspices of Save the Children Japan.



LOGISTEED acquires 100% of shares in Netherlands company

LOGISTEED has acquired 100% of shares of Van den Bos & van Daalen Materieel B.V. (referred to below as BosDaalen), a company providing consolidated low-temperature transport services in Europe. BosDaalen is a trucking company launched in 2021 through a merger of the two companies CARGOBOSS and Van Daalen Transport, both of which are more than 100 years old. The company primarily makes daily trips to transport fruit, flowers, etc., from the Netherlands to Germany,

Switzerland, Northern France, etc., transporting fruit, dairy products, dry goods, etc., back to the Netherlands.

With this acquisition, the LOGISTEED Group has joined the low-temperature consolidated cargo transport business, and we plan to further expand on our presence in this sector.



LOGISTEED Wins Two Awards at Packaging Contest

Technical Packaging/Large & Heavy Cargo Divisions

The 2023 Japan Packaging Contest (sponsored by the Japan Packaging Institute) awards ceremony was held in Tokyo on August 30th. LOGISTEED won the Technical Packaging Award with the LOGISTEED East Japan Distribution Services., Ltd.'s "Shift from Wooden to Cardboard Boxes (Elevator Division)." Meanwhile, LOGISTEED East

Japan, Ltd. also won in the Large & Heavy Cargo Packaging Division with the "Transport Packaging Box with Ramp for Reagent Swap" project.

This event, held for the 45th time this year, is the most important contest in Japan's packaging sector.



CO² emissions data visibility service developed —LOGISTEED wins Special Prize at the Japan Association for Logistics and Transport Environmental Distribution Awards—

EcoLogiPortal™ (a CO² emission visibility service for supply chain transport-affected areas), developed jointly by LOGISTEED and LOGISTEED Solutions, Ltd., won the Special Prize at the 24th Environmental Distribution Awards sponsored by the Japan Association for Logistics and Transport.

EcoLogiPortal™ links customer outbound shipment details and operation information to Logisteed's IT base, enabling greater visibility of CO² emissions. By assessing the entire picture of emissions, we can take the next step of developing and implementing specific actions.

LOGISTEED Sponsors Tohoku-Miyagi Revive Marathon 2023

LOGISTEED is an official partner of the Tohoku-Miyagi Revive Marathon 2023. The purpose of this event, launched in 2017, is to raise funds for the reconstruction of the region as it continues to recover from the effects of the Great East Japan Earthquake. It is now the first marathon to go through Sendai, known as the "city of forests."

The theme of the marathon is "learning from the memories and experiences of disaster for a better future." The organizers continue to develop this special event with the people of the region working together with the runners.



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