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Doing Our Part for People's Health by Way of Safe Medical Logistics

—The front lines of CEIV Pharma certification for pharmaceutical air freight—

Pharmaceuticals developed globally, which serve to protect human life, are delivered to patients wherever they are needed. Strict controls are required on temperature, humidity, light, etc., during transport. Appropriate storage is required where pharmaceuticals are transported by air. Here we are pleased to provide an overview of the CEIV Pharma certification system.

The white container shown in the center of the photo is one of the types used to transport pharmaceuticals. Called an "active container," it is equipped with heating and air conditioning systems operated by external battery, allowing for internal temperature control.

*1 GDP : Good Distribution Practice
*2 CEIV Pharma : The Center of Excellence for Independent Validators in Pharmaceutical Logistics

Maintaining consistent perfect quality and integrity

Pharmaceutical development including vaccines, anti-cancer drugs, etc., are saving more and more lives. However, the truth behind this fact is that pharmaceuticals require strict storage regulations, including temperature, humidity, etc.

The pharmaceuticals are manufactured at pharmaceutical plants implementing tight controls and regulations. At hospitals and other medical locations, pharmaceuticals are refrigerated in accordance with regulations. The key here is that pharmaceuticals are transported under the appropriate conditions, including temperature control. This process ensures that the products remain fully potent and that quality is not compromised in any way.

Tatsutani, Department Manager at LOGISTEED Express, Ltd., remarked as follows regarding the high quality required of pharmaceutical transport, as well as the significance of incidents that can impact quality:

"Different pharmaceuticals require different storage temperatures. For instance, during transport of vaccines that should be stored at 2-8 degrees Celsius, suppose that the temperature fell out of that range for even just a few hours, and the medication was exposed to external temperatures of 30 degrees. There is no visible difference in the vaccine, but in some cases the characteristics of the vaccine may be altered due to changes in temperature, and it may even become ineffective as a medication. This means that ineffective vaccines can accidentally be given to patients, which in turn can spell the difference between life and death."

There are global guidelines that govern the distribution of pharmaceuticals, known as Good Distribution Practices (GDP), and LOGISTEED follows these guidelines. There are also a separate certification system, CEIV Pharma, for air transport of pharmaceuticals. CEIV Pharma is issued by the International Air Transport Association (IATA). The Association strictly monitors and authorizes the quality control process while also adhering to GDP, including temperature control during air transport, security, quality, and more. Airlines engaged in transport of pharmaceuticals, forwarders, ground handling companies, and transport companies can apply for this certification.





Three photos above: Low-temperature shared cargo terminal at the Kansai International Airport inside KIX Medica. The most important factor in pharmaceutical storage is temperature control. To successfully achieve this, we first check areas that are subject to temperature changes, such as near entranceways. Using these as monitoring points, we check for changes in temperature here.
Bottom right: 15 units, compatible with overseas voltage specs, capable of charging rechargeable refrigerated container. System so that voltage does not drop even if all outlets are used at once.

Significant Hurdles to Certification

LOGISTEED Express, Ltd. a forwarding company, is moving ahead with acquiring certification for its airport service offices, having already done so for its offices at Narita International Airport and Kansai International Airport. Regarding its international locations, it has acquired certification for its offices at Hong Kong International Airport, Shanghai Pudong International Airport (China), Suvarnabhumi Airport (Thailand), Singapore Changi International Airport (Singapore), and Soekarno-Hatta International Airport (Indonesia). The company is also poised to obtain certification at Tan Son Nhat International Airport (Vietnam), but there remain several hurdles.

The first step is for individuals in charge of pharmaceutical



Tatsutani, Department Manager of the LOGISTEED Express, Ltd. Sales Development Department, holds CEIV Pharma certification. He lectures at annual internal study groups at the West Japan Aviation Section.

*3 CAPA: "CAPA" stands for "Corrective Action" and "Preventive Action." The CAPA process is essential for problem resolution and ongoing kaizen improvement.

transportation to attain certification as a CEIV Pharma manager or auditor. The individual then receives IATA training for 3-5 days, and must pass a certification examination to acquire the licensing. The lectures are peppered with specialized English vocabulary pertaining to pharmaceuticals. Both a preliminary and full audit are conducted, and the applicant only obtains certification upon approval from an IATA officer. Re-evaluation is required every three years. Tatsutani remarks: "Applicants must be well-versed in materials containing questions in roughly 250 categories for the preliminary and full audit. They must also answer questions about their systems and how these systems work. Additionally, in order to comply with CEIV Pharma, the three stages of CAPA (Corrective and Preventive Action) are required as part of quality control during transport of pharmaceuticals. Corrective action is implemented when there is an issue. The core reason behind the issue is identified and corrective steps taken. Preventive action consists of the steps taken to avoid risk, based on risk analysis. We need to document all processes involved in transport in order to implement these steps properly, and also preserve any evidence."

Extensive Risk Assessment on Transport

We asked Matsushita, Fujiwara, and Ikinaga of LOGISTEED Express, Ltd. who all hold CEIV Pharma certification, about exactly what kind of pharmaceuticals are transported. Fujiwara said, "The West Japan Aviation Section handles forwarding services (transport paperwork) for vaccine imports and exports for both large pharmaceutical companies as well as university startups. We also transport cells used in the pharmaceutical development stages. Since these cells are at the heart of new pharmaceutical development, in the end they help save countless lives. All of this means that the work is extremely gratifying for me as something I can do for our society."

Cells must be transported at extreme low temperatures, such as negative 80 degrees. Matsushita, who is in charge of exports of influenza vaccines to Indonesia, tells us of his experience and struggles related to maintaining temperatures:

"Vaccines are usually transported in the rage of 2-8 degrees, but the



Two photos above: Insulated container used in pharmaceutical transport (left) and heat storage material (right). For instance, where instructions call for storage temperature ranges of 15-25 degrees, heat storage materials that thaw at 20 degrees are utilized.

Left: KIX-Medica entranceway. Where there is a possibility of heavy rain due to a typhoon or other events, this system prevents water from entering using an automated water stopper.



Transporting cells —key to new pharmaceutical development



influenza vaccine must be transported in the 6-10 degree range. During the Japanese winter, we are transporting from places with single-digit temperatures to countries with temperatures of nearly 40 degrees Celsius. To ensure that we do not deviate from the specified temperatures range, the process begins with packaging and container design, followed by repeated trial runs using data loggers (temperature recorders) in the containers. It took more than half a year to get to the outbound shipment stage. Meanwhile, Ikinaga, who was in charge of rabies vaccine imports from Europe, remarked as follows about the massive risk assessment involved: "We transported rabies vaccines in the 2-8 degree range, which means five degrees plus or minus three degrees, so we designed a plan for that temperature range and ran multiple simulations. We had to think of various different possible circumstances, such as precooling refrigerated truck platform temperatures at five degrees, alternate routes in case there was heavy traffic on the transport route, how to address the issue in the unlikely event of a truck breakdown, and more."

KIX-Medica, the dedicated warehouse for pharmaceuticals at Kansai International Airport that has acquired CEIV Pharma, is capable of storing bonded cargo of pharmaceuticals at five degrees (plus or minus three degrees), or twenty degrees (plus or minus five degrees). LOGISTEED Express utilizes this warehouse for pharmaceutical transport. The facility has several layers of backup as part of strategies to handle power outages.

The forklifts used at the warehouse run on hydrogen fuels cells. This is because conventional forklifts running on engines tend to raise warehouse temperatures with waste heat, while battery-operated forklifts cannot be used in the event of a blackout. The hydrogen refueling station is conveniently located near the roof. The West Japan Aviation Department also holds CEIV Pharma certification. Annual study groups are held on the subject of CEIV Pharma, during which employees engaged in import/export operations attend one-hour training lectures.

We also conduct tests to gauge understanding of the issues, with a passing grade of 80 points or higher. Employees who fail to pass are required to take the test again. The details of the study group and test results are recorded, and used as part of materials need to maintain CEIV Pharma.



From left: Ikinaga Matsushita, Fujiwara of LOGISTEED Express, Ltd. All three hold the CEIV Pharma accredited auditor certification. They oversee pharmaceuticals transport and training for untrained employees.



Key Points to Understanding CEIV Pharma Certification

1 What are the objectives of CEIV Pharma certification?

Establishing a global standard to secure quality and integrity of product in air transport of pharmaceuticals.

2 What factors easily result in pharmaceutical products losing efficacy?

Deviation from the specified storage temperature range for pharmaceuticals during transport

3 What serious impact can deviation from temperature range have on pharmaceuticals?

The quality and efficacy of the product can decline or be lost, rendering it useless as a medication.

4 What are the prominent risk factors that can cause loss, other than deviation from temperature range?

Loss of chemical stability of the pharmaceuticals due to excessive dry air or humidity can cause damage. Other factors including physical damage caused by delays in transport, dropping or falling of the product, impact, contamination by insects, security problems such as theft or intentional product switching, etc.

5 Advantages for forwarders holding CEIV Pharma Certification

Earning the trust of customers by minimizing risk of quality deterioration, risk mitigation by systems designed to rapidly address problems

Boosting the number of certified locations, providing a higher level of reliability in transport

Drawing on knowledge gained on pharmaceutical transport

Nanjo, Division Manager of the Business Development Division, was the first person to acquire CEIV Pharma certification at LOGISTEED Express, Ltd., doing so in March 2023, for the company's Narita International Airport office. As an accredited auditor of CEIV Pharma, and as such someone who can contribute greatly, he says, "The knowledge of quality and methodology that I gained through CEIV Pharma has led to improved quality of other cargo transport. The most gratifying thing for me is that our work serves to support the cutting edge of pharma-ceutical development."

In acquiring the CEIV Pharma certification at the Vietnam Office, the LOGISTEED Group will now have a total of eight locations both in Japan and abroad, which will bring us to the largest number for any Asian region forwarding company. In addition, the Netherlands has Cyber Freight International Holding B.V., which has long been engaged in sophisticated pharmaceutical transport. Nanjo adds: "Thanks to Cyber Freight, we are able to engage in pharmaceutical transport in Japan, the rest of Asia, and Europe maintaining the same level of quality and integrity at the same high standard as the LOGISTEED Group. Our reputation for reliability is a huge strength, and we will continue to do our part to protect the health of the people through safe pharmaceutical transport."



Top: A CEIV Certification study group at the West Japan Aviation Section, LOGISTEED Express, Ltd. Right: Edo participates for the first time in a study group on CEIV Pharma certification. She remarks: "I'm not in charge of pharmaceuticals transport, but through this study group I was able to learn just how accurate we need to be, and I'm really glad I got to learn that."



Nanjo, Division Manager, Business Development Division, LOGISTEED Express, Ltd., was the first person certified in CEIV Pharma at LOGISTEED Express, Ltd. Drawing on his knowledge and perspective, he has provided support for overseas locations in the acquisition of the certification.

West Japan Aviation Dept., Aviation Division, LOGISTEED Express, Ltd.

Going about our work with a high degree of specialization in an office environment characterized by free-and-open communication

The core businesses at LOGISTEED Express, Ltd. are: air, marine, and overland forwarding services. The West Japan Aviation Department (Aviation Division) holds jurisdiction over the Kansai International Airport, Chubu International Airport, Kobe Service Office, and the Fukuoka International Airport. The office is located near the Sakaisuji-Honmachi subway station, Chuo Ward, Osaka.

Munekiyo, Division Manager, who is in charge of these operations, remarks: "Previously our office was located at Nishikujo (Konohana-ku, Osaka City), but we relocated. The office has a free-and-open system, where nobody has to decide on which desk they sit at. The Maritime Division is also on the same floor, so it's easy to start conversations with people from another department. It is truly a good environment for communication."

At the West Japan Aviation Department, drawing on the CEIV Pharma certification attained by the

Kansai International Airport office, we are engaged in vaccine transport. Munekiyo says: "Though transport related to CEIV Pharma certification comprises just 10% of our total cargo volume, we handle high-value medications, such as imports of the rabies vaccine. The process needs to be highly meticulous; for example we open the boxes at the airport and place the cargo in refrigerators as part of the temperature control process." As for exports, we handle machinery and tools, such as farm equipment bound for Europe, excavating tools bound for the U.S., etc. We also import clothing and miscellaneous goods from other Asian countries.

When we import clothing, we fill out the paperwork for items eligible for duty-free and duty reduction, in accordance with Article 8 of the Special Temporary Measures Law for Customs Tariff Rates. Since it takes a lot of time and effort, other companies often don't bother

with it, but we do it at LOGISTEED Express, Ltd." Our employees gain experience with both imports and exports, so they become specialized in different fields.



The staff at the West Japan Aviation Department. Munekiyo is pictured front center. The office has gone paperless, and the environment is now conducive to working at home, even for customs operations.

DATA
Address: JRE Sakaisuji Honmachi Bldg. 6F, Minami-honmachi 1-8-14, Chuo-ku, Osaka City
No. of employees: 38

Tsutenkaku Tower and Shinsekai

The Tsutenkaku Tower, which is a landmark of Osaka and the Shinsekai area, was originally built in 1912. The current structure, rebuilt in 1956, is an observation tower standing 108 meters tall (including the lightning rod). The tower houses Billiken, a mythical good-luck figure, as well as the TEMBO Paradise, a special outdoor observation deck, TOWERSLIDER—a 60-meter slide—and more. The Shinsekai area around the tower has a number of shops offering Osaka food specialties such as deep-fried skewers, cafes serving blended juices, and more. Shinsekai has a distinctive retro Showa downtown atmosphere.



With blended juices, flour-coated octopus balls, deep-fried skewers, and okonomiyaki, Osaka is known as a place where you can "eat yourself to death." There's lots of great food here!



Osaka Castle Park

Built by Toyotomi Hideyoshi, Osaka Castle is a symbol of the city of Osaka. After its fall during the Osaka Summer Siege, the castle was rebuilt by the Tokugawa Shogunate. It was unfortunately destroyed in a fire amidst the upheaval of the Meiji Restoration, to again be rebuilt during the Showa Period. At present, it has been restored as the Osaka Castle and Park, with its core as the Main Tower. Boasting a total area of 105.6 hectares, the park features a large gate, the Sengan Tower, and more, which are examples of important cultural assets representing of Edo Period architecture. From the 8th floor observation deck, visitors can take in views of the town colored with the greenery of the parks, and the Osaka Plain.



Dotonbori

Dotonbori, situated in the center of the Osaka Minami area, draws large numbers of tourists from around Japan and the world for its neon lights, restaurants, and entertainment. The name Dotonbori is derived from the name of a person, Yasui Doton, who excavated the area's rivers using his own funds in 1612. Today, there are numerous restaurants along Dotonbori where the visitors can sample dishes such as flour-coated octopus balls, okonomiyaki, deep-fried skewers, and much more. It's also fun to eat at different places as you walk along. Visitors can take a stroll along the Tonbori River Walk as well.

Rice, salt, and interaction with foreign culture

With its many large and small islands inspiring people from near and far with breathtaking views, the Seto Inland Sea has long prospered as a key shipping route linking Kyushu and the provinces around the old imperial capital. During the period of the manorial system of Japan during the Middle Ages, goods were transported along the Seto Inland Sea marine routes from Western Japan to estates based in Kyoto and the surrounding areas. These include rice, salt, marine products, wood, and local specialties from various regions. Foreign emissaries and missionaries also travelled back and forth along these routes, which provided a gateway for foreign culture to Japan.

Further, from the Heian Period through the Warring States Period (From 8th century to 16th century), large numbers of pirates emerged in the Seto Inland Sea, manifesting as a powerful presence. These

pirates attacked ships engaged in maritime transport, sometimes stealing commodities such as gold items and food. But many of them claimed areas around the islands as their bases, taking bribe money in exchange for passage.

Amongst them were those who acted as special maritime pilots, and even maritime security, patrolling the complex routes around the many islands and—counterintuitively— facilitated marine transport, taking gold items as compensation. For instance, during the Muromachi Period (From 14th century to 16th century) the government ordered pirates to protect, as security detail, ships dispatched to Ming Dynasty China. In this sense they were more precursors to the navy than pirates.

Santo Murakami, known as “Murakami the pirate” (his clan as “the Murakami navy force”) was an extremely famous pirate of the Northern and Southern Courts Period. Murakami and his extended family controlled the difficult areas of the Seto Inland Sea, setting up on Noshima Island, Kurushima Island, and Innoshima Island of the Geiyo

Islands. During the Warring States Period, missionary Louis Frois noted that Murakami of Noshima was “Japan’s greatest pirate” in journals of his travels through the Seto Inland Sea by ship.

The Shiwaku navy force who had been granted autonomy by Hideyoshi

In an era when pirates were active, the Shiwaku Navy Force of the Shiwaku Islands distinguished themselves as a professional maritime organization.

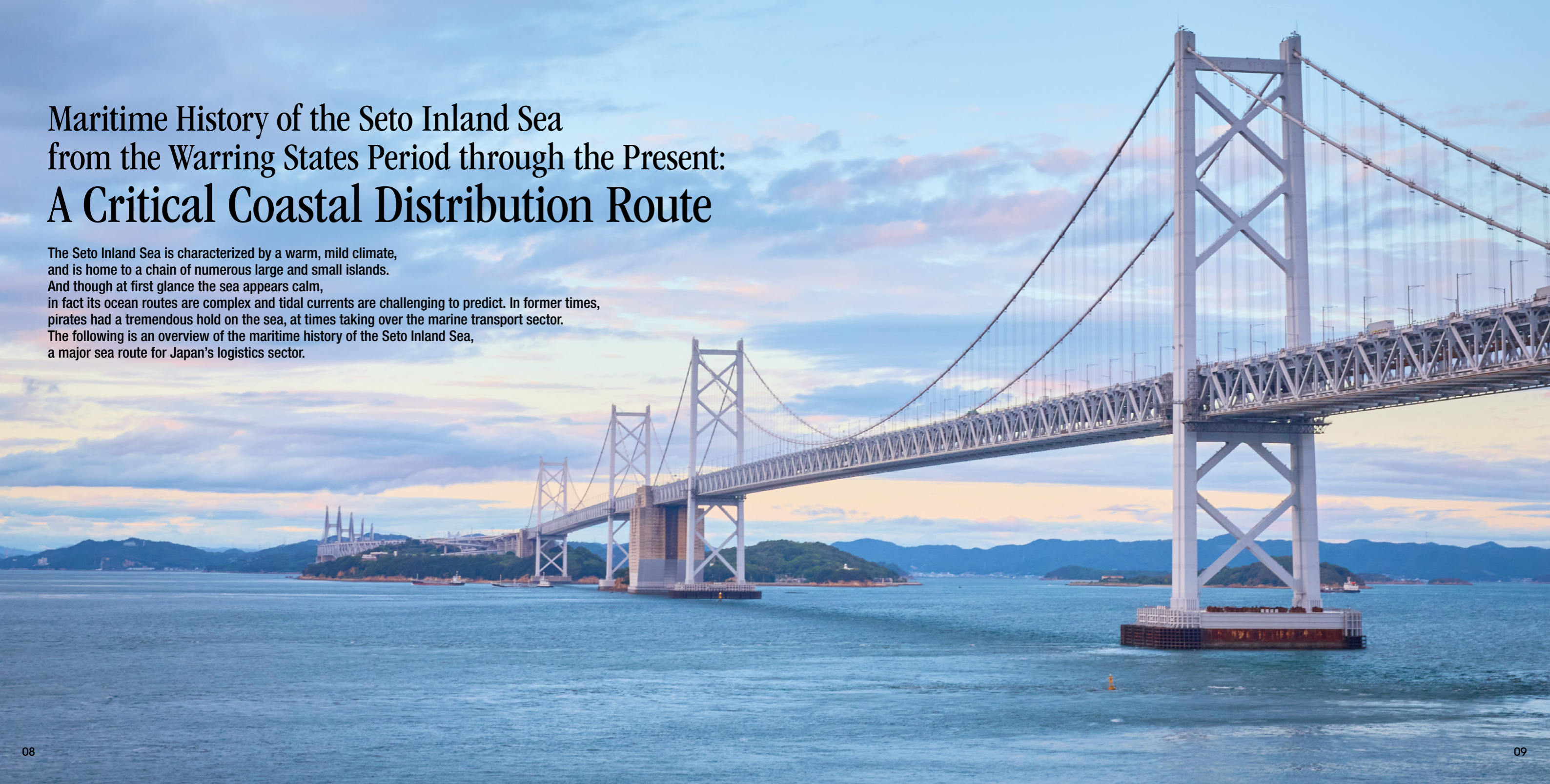
The Shiwaku pirate-navy force under Oda Nobunaga was acknowledged by Toyotomi Hideyoshi as well as Tokugawa Ieyasu. The latter issued a vermilion-seal letter to give 650 Shiwaku sailors sailor-landowners of the Shiwaku Domain, the assessed value of which was 1,250 koku (94,000,000 yen in today’s money), through the end of the

Edo shogunate. This group of people gave themselves the name “jinmyo,” which meant “ruled by the people,” as opposed to “daimyo” and “shomyo,” who were the more powerful versus less powerful local lords. Under the feudal system of the Edo Period, people other than samurai were prohibited from owning land, with the sole exception being the Shiwaku jinmyou system of rule by the sailors of the area.

Why was the Shiwaku pirate-navy force employed by the authorities of the time? Nobuhara, Chair of the Shiwaku Kinbansho Preservation Society on the main island of the Shiwaku Islands (Honjima), seat of the Shiwaku sailors, told us about the reasons: “One theory says that the name “Shiwaku” may be derived from the word “Shio waku,” which mean “the tidal currents spring forth.” The tidal currents of this part of the sea are known to change rapidly, and they are also fast and strong, even creating eddies. Navigating the Seto Inland Sea requires a high level of technique and knowledge, as well as the ability to build sturdy vessels. The sailors of the Shiwaku pirate-navy force possessed

Maritime History of the Seto Inland Sea from the Warring States Period through the Present: A Critical Coastal Distribution Route

The Seto Inland Sea is characterized by a warm, mild climate, and is home to a chain of numerous large and small islands. And though at first glance the sea appears calm, in fact its ocean routes are complex and tidal currents are challenging to predict. In former times, pirates had a tremendous hold on the sea, at times taking over the marine transport sector. The following is an overview of the maritime history of the Seto Inland Sea, a major sea route for Japan’s logistics sector.



Achieving autonomy over the islands by the ability to read the tidal currents and superior navigation technology

top-level seafaring skills.

The authorities of the time made good use of these skills, and the Shiwaku sailors played their cards well, collaborating when it benefited them. For instance, Toyotomi Hideyoshi assigned the Shiwaku sailors to maritime transport on the occasions of Toyotomi's Kyushu campaigns and his invasions of Korea. After the Shiwaku territory was recognized, four elders held the authority to govern the territory on a rotating basis, instead of the original 650. Later, around 1789, after the reform of the island government, three people were elected from amongst the elders.

The former Shiwaku Administration Office (Kinbansho), newly established in 1798, was the seat of the local government led by elders. At present, the buildings have been rebuilt, restored, and opened collectively to the public as a National Historic Site, where visitors can learn about the area's history. If a Shiwaku Kinbansho Preservation Society member is present at a particular time, visitors can also request a tour.

Transporting the annual rice tax along the westbound maritime route during the Edo Period

At the outset of the Edo Period (1603-1868), by which time the national government had stabilized, the Shiwaku pirate-navy force took on operation of government ships as well as the shipping sector, in support of transport along the Setouchi sea lines. Kawamura Zuiken, a timber magnate, created shipping routes to carry the annual rice tax to Edo.

There was the eastbound route, which traversed the Pacific Ocean, while the westbound route traversed the Sea of Japan. The westbound

route ran from Sakata to Ezo (present-day Hokkaido), southward via the Sea of Japan, proceeding from Shimonseki to the Seto Inland Sea and then on to Osaka.

The cargo vessels of Shiwaku were mainly used for transport along the westbound route, carrying the annual rice tax collected by the government of the Shogunate at the Port of Sakata (Yamagata Prefecture), as well as commodities of the Tohoku region such as salted dried fish, fish meal, kombu seaweed, etc. During the mid Edo Period, there were 472 vessels at Shiwaku, manned by 3,460 sailors and carrying 75,000 koku (approximately 10,000 tons) of rice per year.

Subsequently, however, the Shogunate decided to change its policy to contract transport by cargo vessel to shipping agents owned by merchants, leading to the decline of the Shiwaku marine sector. Nobuhara said, "Even though they possessed excellent navigation skills, I believe they lacked business skills. Once they could no longer make a living as sailors, many of them decided to become carpenters, including shrine builders, using the skills they had developed in shipbuilding."

Shiwaku sailors man Japan's first trans-Pacific voyage

The pirate-navy of Shiwaku once again took the limelight toward the end of the Edo Period. Following the arrival of Commodore Perry's Black Ships, when the nation was forced to open for trade, the Japanese government decided to build modern European/American style battleships. The government needed sailors to operate these vessels, many of whom were chosen from amongst the Shiwaku sailors. Following the ratification of the Treaty of Amity and Commerce Between



Votive tablets depicting the Shiwaku vessels, offered here at the Shioyama Shrine to pray for safety during sea voyages, remain to this day.

Japan and the United States, the government launched the battleship Kanrinmaru, Japan's first to traverse the Pacific Ocean. Of the 50 sailors on the voyage, 35 hailed from Shiwaku. Nobuhara added: "The trip to San Francisco took 37 days on the ocean, 30 of which were plagued by bad weather, particular heavy rain. Three of the sailors fell ill as a result, sadly passing away in an American hospital."



Left: Inside, view a model of the Kanrinmaru, as well as the sea voyage journals of the Shiwaku sailors aboard the vessel.



This commemorative monument, erected on the occasion of the 150th anniversary of the U.S. voyage of the Kanrinmaru, sits at the Honjima Port. The names of the 35 sailors who rode on the Kanrinmaru are etched into the monument.

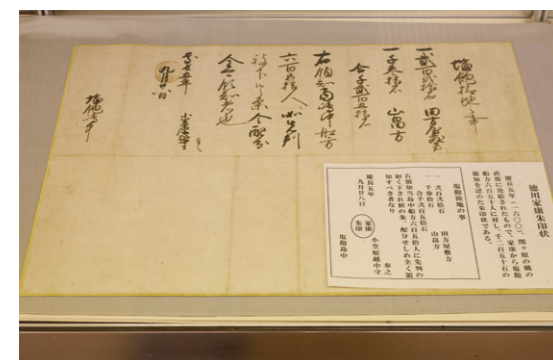
Views of Kasashima village, a place where the visitor gets a sense of history

On Honjima, which acted as a base for the Shiwaku pirate navy, many of the sailors lived at Kasashima Village. To the north lies a good natural port, while the other three directions are surrounded by hills, which means the village was planned with protection in mind. Many Edo Period structures remain, leading to the location's selection by the government as a Preservation District for Groups of Traditional Buildings.

Kiryama, Chair of the Shiwaku Kinbansho Preservation Society, remarks: "The layout of the village helped prevent enemy attacks; for example moving an intersection of the village road just a little would obstruct the view, and there are also three-forked roads. The visitor can really get a sense of the history of the Shiwaku sailors, who supported the navy of the Seto Inland Sea, and it would make me happy if many visitors came here to learn about it."



Nobuhara, Chair (right) and Kiriyama, Director, of the Shiwaku Kinbansho Preservation Society (left)



Top: Vermillion-seal letter issued by Tokugawa Ieyasu, assessing a value of 1250 koku (94,000,000 yen in today's money) on the domain ruled by the 650 Shiwaku sailors. The letter was placed in a gold lacquer documents box decorated with three aoi crests (denoting the Tokugawa), which was then placed in a bag and then another lacquered box. Finally, this box was placed in a white wooden box, which in turn was stored in a stone chest. The chest was then placed in a storage area built specially for this purpose. Bottom: Inside the former Shiwaku Kinbansho site, where the vermillion-seal letter is displayed.

Right: The site of the Shiwaku Kinbansho has been named a National Historic Site.





The Kasashima Preserved district, located on Honjima, was utilized as a base for the Shiwaku pirate-navy force due to its central location on the island. Today, it has been named an Important Traditional Buildings Preservation Area. The visitors can observe the traditional techniques of the Shiwaku carpenters in the machiya-style construction.

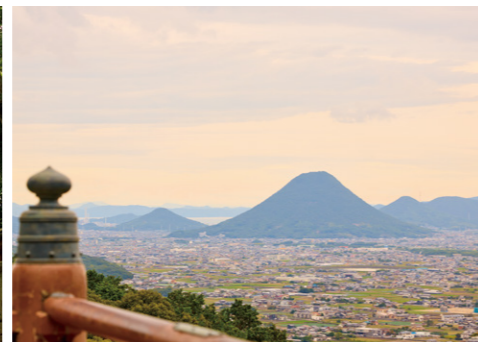
The popularity of visiting the Konpira shrine helped encourage development of the maritime area

God-of-the-sea enshrined at the Konpira Shrine

The Konpira shrine, affectionately known as “Konpira-san,” is located on the wooded slopes of Mt. Zozu in Konpira-cho, Kagawa Prefecture. The deity enshrined here, a protector god of the sea, has long been popular. The approach to the shrine is comprised of 785 stone steps, atop which the main shrine sits. Omononushinokami and the Sutoku Emperor are enshrined here. In addition to protection on the ocean, praying at the shrine is also believed to bring good luck in agriculture, industry, medicine, and more.

The name “Zozu” means “elephant head,” in light of the mountain’s resemblance to an elephant. Visible from the Shiwaku Islands, it was a landmark that helped sailors navigate the waters of the area. During the Edo Period, shipping line owners and ship captains became increasingly wealthy due to development of the westbound shipping route. The merchants flocked to the Konpira shrine during this period. The shrine subsequently developed a national reputation, becoming so popular that even the common people began to say that they wanted to “visit Konpira at least once in a lifetime.”

The popularity of the shrine itself was also a driving force behind the development of transport, accommodation, and commerce sectors of the Seto Inland Sea areas. Pilgrimage routes developed from Marugame Port and Tadotsu Port to Kotohira, which were dotted with shops and traditional inns, giving rise to a significant influx of people and commodities.



Left: The Sakaki-mon gate located on the Konpira shrine grounds. Right: The view from the main shrine hall at Konpira. The visitor can see Mt. Sanuki Fuji in the front to the right, with the Seto Inland Sea in the distance.

Completion of the Seto Ohashi Bridge and changes to the distribution sector

The Seto Inland Sea faced a major turning point in April 1988, with the opening of the Seto Chuo Expressway. The Seto Ohashi Bridge, stretching 9.4 kilometers in length across the straits to connect Honshu and Shikoku, is a combination road and railway bridge. It is actually comprised of a series of six long-span bridges, including suspension, cable-stayed, and truss structures. It is among the world’s largest such bridge used by both motorists and trains. Previously, the islands of Honshu and Shikoku were linked primarily by ferry, which meant that commodity transport was subject to time constraints and weather conditions. The opening of the Seto Ohashi Bridge greatly improved the efficiency of truck transport, by directly connecting Shikoku’s manufacturing and farming industries to Honshu’s markets.

Travel time was reduced to roughly one-third and one-fourth respectively for travel by auto and by train. Okayama and Kagawa Prefectures were now within commuting distance of each other. Meanwhile, with the completion of the Seto Ohashi Bridge, some ferry services were cut or eliminated, prompting a restructuring of the local shipping sector.

However, with the dawn of the 21st century, coastal shipping was once again acknowledged for its lower environmental load and as a means of reducing long truck driver hours. As a result, the Seto Inland Sea shipping routes are once again in the spotlight. A modal shift involving

short-distance ferries and RORO vessels, linking land and sea by ship and truck, is now a reason for great optimism in the distribution sector.

Perpetuating the wisdom of maritime shipping into the future

The history of maritime shipping and distribution that developed in the Seto Inland Sea area includes everything from the incredible knowledge of sailors navigating the area and their ability to read the tide currents, to knowledge indispensable to the needs of the times, spanning shipping, trucking, and rail transport—and it is this knowledge that will take us into the future. The Seto Inland Sea will continue to play a role as home to key Japanese sea routes, along which a huge range of commodities are transported.

The approach to the Konpira shrine. The large umbrella seen to the left in front marks an outdoor shop, one of the “Gonin Hyakusho,” a term that refers to shops run by five families given special permission to sell candy on the shrine grounds. (see column).



“Sharing the luck” of Konpira shrine by sharing traditional Kamiyo-ame candy, broken up with a special small mallet

Go up the approach to the Konpira shrine, up all 365 stone steps, and then go past the large gate. You will see five outdoor shops with large umbrellas. They are all selling the same Kamiyo-ame candy.

These five traditional stores are acknowledged for their contribution, from long ago, to the religious activities of the shrine. Known as “Gonin Hyakusho,” they are family-run businesses that have been granted the special privilege of operating on the temple grounds. Kamiyo-ame candy is a flat candy rolled into a fan shape, featuring the taste of yuzu citrus. It is broken up with a tiny mallet include in the purchase. Pilgrims have been buying this candy as a souvenir of the shrine since the Edo Period. The tradition is to take the candy home and share it, thereby sharing the “luck gained at Konpira shrine.”



Shikoku AE Service Office, Chugoku No. 2 Service Division, LOGISTEED West Japan, Ltd.

The area covered consists of the four prefectures of Shikoku, plus Awajishima Island. Commodities shipped tend to be goods of Shikoku.

The Shikoku AE Service Office is located close to the Seto Ohashi Bridge on the Kagawa Prefecture side. The office oversees on-site transport of commodities as well as deliveries for AEON Group stores located in the four prefectures of Shikoku (Kagawa, Tokushima, Ehime, and Kochi), as well as Awajishima Island (Hyogo Prefecture). Launched in 2015, the facility has two warehouses, one for perishables and one for room temperature storage. It operates 24 hours a day, 365 days a year.

Shimoda, Director of the AE Service Office, remarks, “Since Awajishima and Shikoku are connected by the bridge, transportation is entirely by road, except for our Shodoshima (Kagawa Prefecture) shops, to which we deliver by ferry. Shikoku is home to many Marutaka stores, which is a supermarket owned by the AEON Group; in fact we have about 110 Marutaka stores alone. We deliver quite a lot of



Kadosaki operates a forklift

katsuo (bonito fish) to our stores in Kochi Prefecture—and that’s something unique to Shikoku.” At times of peak demand, the office processes a massive amount of cargo volume. “Since we are dealing with a huge network, it operates 24 hours a day. Our employees have to have a great deal of perseverance—they are truly mentally tough! They work on shifts, which means we don’t all get together at once, so I personally make it a point to talk to them and communicate as much as I can.”

Sending lots of competitors to the Nationals

Additionally, in the past the Shikoku AE Service Office has sent employees to the National Truck Driver Contest 4-ton division, producing winners and runners-up. Kadosaki has competed in the National Forklift Driving Contest for three consecutive years.

In order to participate in the national contest, he first had to become the representative from his prefecture by winning the prefectural-level competition. Kadosaki has been the winner of the Kagawa Prefecture Championships for three years in a row. He remarks, “I competed in the National Forklift Driving Contest during the time I was working at the Hiroshima Service

Office, so that makes a total of four times.” Contestants compete on the three areas of academic testing, inspection, and driving.

He adds that his approach to the competition has changed: “At first my way of studying was memorizing the text, but I gradually went deeper, working to understand the meanings of ordinances and regulations as well as the structure of the forklift, and much more. My goal is to win at the national level, but I also want to utilize my experience and knowledge so that I can take on more of a leadership role instructing others on safe driving.”



Staff of the Shikoku AE Service Office
“Having lots of excellent drivers helps us earn the trust of our business partners and affiliates.”

DATA

Address: Bannosu-cho 18-2, Sakaide-shi, Kagawa Prefecture
No. of employees: 300



Kotohira-gu Shrine

Affectionately known as “Konpira-san,” this shrine draws numerous visitors. It features a series of 785 stone steps, stretching from the shrine approach to the main shrine hall. There are many sights to see along the way, including the hōmotsu Kan (Treasure Hall) as well as a horse that appears with the deity of the shrine, and even a brass propeller measuring six meters in diameter, offered to the shrine by a shipbuilding company. There is also a café-and-restaurant, where the visitor can relax and take in special-recipe hamburgers, parfaits, and more.

Site of the Shiwaku Kinbansho, National Historic Site

Take the ferry to get to the Shiwaku Kinbansho, located on the honjima island of the Shiwaku Islands. It takes approximately 35 minutes to get to the Tomari port on Honjima, plus a 10-minute walk from there.



Pick up some Funefune sembei rice crackers for a souvenir of your trip to the shrine, sample a special parfait or soda with traditional Japanese sweets, or try some juicy bone-in chicken. Yum!

Hinode Noodle Factory

If you happen to visit Kagawa Prefecture, you must sample sanuki udon noodles. There are many shops offering these noodles, which opened in response to adamant customer requests for freshly-pounded noodles. Opened in 1930, the Hinode Noodle Factory began serving noodle meals around 1998. Because this location is primarily engaged in noodle-making and wholesale, the noodles are served for one hour only, between 11:30-12:30 every day. Since it opened, this noodle maker has worked to bring out the flavor of the wheat used in the noodles. The fresh-cut, fresh-boiled noodles are surprisingly glossy, and also feature a delectable chewy texture.



Seto Ohashi Bridge

The Seto Chuo Expressway, opened in 1988, links Okayama Prefecture and Kagawa Prefecture. The name “Seto Ohashi Bridge” actually refers to a total of six bridges stretching 9.4 kilometers over the straits. Visit the Seto Ohashi Commemorative Park to take in majestic views of the bridge. Located at the base of the bridge, the Park’s commemorative hall offers information on the history of the bridge construction, its structure, and more, as well as a suspension bridge and cable-stayed bridge over a fountain, green spaces, a children’s area, and more. Nearby is a 108-meter rotating tower, called the Seto Ohashi Tower, from which visitors can take in a 360-degree panoramic view of the Seto Ohashi Bridge as well as the Seto Inland Sea.

Ichida Hiroshi

LOGISTEED
Track & Field Club
Athletes at
Work & Play
vol 9

In April 2025, Ichida joined the LOGISTEED Track & Field Club, prior to which he had competed on the Asahi Kasei corporate Track & Field team for ten years. Together with his twin brother Takashi, Ichida stood out from other competitors by the time he was in junior high school. Then, in high school, he was already winning national high school ekiden distance relay races. He was also a key contestant in Asahi Kasei’s four consecutive New Year Ekiden wins during his time with the company. We asked Ichida about his thoughts on his move to LOGISTEED, as well as on his new location.

What was it like where you grew up?

I grew up in Kagoshima City, with Sakurajima (an active volcano) in full view. Our house was in the mountains, but you could climb down a hill and quickly arrive at the seaside. I have a twin brother, Takashi, and the two of us loved to play outside. We would often take a run down to the sea and then take a swim together as well.

What are your interests and what do you like to do on your days off?

Basically I only have Sunday off. I sometimes go and eat out with the other team members.

I love listening to vinyl records. I was impressed with the sound quality when our team manager had me listen to a record.

I really like British and American music, and mostly I listen to music from the 1960s-1980s, like the Beatles, Michael Jackson, the Carpenters, and more, on vinyl.

I even bought a record player. Record covers include a list of the lyrics on the record, so I look at those to figure out what the songs are about. Sometimes the melody is upbeat, but the lyrics are serious, or there’s a phrase that really strikes a chord with me at the moment. Though these are old songs, I’ve made some new discoveries for myself about them, and that’s fun for me. I also love the outdoors, and if I have enough time off at any one time, I go camping.

Thoughts on moving to the LOGISTEED Track & Field Club

After graduation, my brother and I both decided to join the Track & Field team at Asahi Kasei. The reason we decided on Asahi was that fact that the Soh brothers, who were twins like us—and who competed in the Olympics as well as marathons—had been on this same team. We have both really looked up to them ever since we were in junior high school. The Asahi Kasei Track & Field team won the New Year Ekiden race four consecutive times, from 2017 through 2020. I was coached by Head Coach Soh Takeshi (one of the Soh brothers, currently Advisor), and his various pieces of advice has become part of who I am.

After running for the Asahi Kasei Track & Field Club for ten years, I left the company at the end of March, 2025 to join the LOGISTEED Track & Field Club as of April. Meanwhile my brother is still with Asahi Kasei.

So we are on separate teams for the first time. When I decided to switch teams, part of my motivation was that, due to my age, I believe that now is the time to take up any big challenges in track-and-field. I felt strongly that I wanted to make a significant change, and that was a large part of my decision to make the move.

What are your goals?

Personally I want to focus on marathon running. I’ve had the rather big goal of competing in the Olympics or Track and Field World Championships, together with my brother. I’m working to make that goal a reality.

What do you do for office work?

I work two days a week, from 10 am to 2 pm, at the Matsudo Service Office of Alps Logistics (Chiba Prefecture). At the office, I’m in charge of checking in visitors and also inspecting cargo using metal detectors. The Matsudo Service Office handles mainly air cargo, so inspecting for dangerous items is extremely important.



“My decision to switch teams was the right one.”



Striving to compete globally in mixed doubles curling

Professional Curlers
Koana Tori (left) Aoki Go (right)

The sport of curling is gaining attention in Japan, thanks to the participation of the Japanese team in the Winter Olympics. An athlete's weight does not have an impact on performance; rather this sport is about focus and strength of mind—and sophisticated strategy involving the ability to read your opponent's next move. For these reasons, it can be said that this sport is suitable to Japanese people. The Winter Olympics will be held in Italy in February 2026. Aoki and Koana are striving to compete on the global level as a mixed-double pair. We asked them what they love about the sport of curling.

Technique and the ability to read your opponent's next move

Curling is known as "chess on the ice." The curling stone, made of granite, weighs approximately 20 kg and measures about 30 cm in diameter. The players throw and slide the stone approximately 37 meters into a round area called a

"house," a circular target marked on the ice. Opponents take turns throwing the stones, and once they have completed the required number of throws, the team with the stones closest to the center of the house scores points.

Opponents attempt to knock out each other's stones, place stones as guards to protect their own stones, and more. In addition to techniques for throwing the stone to the desired spot, it is critical to have a sophisticated strategy involving reading your opponent. In addition, players also brush or sweep in the stone's path to help it move more smoothly, and they also need special technique to control the direction it goes in. This requires a great deal of physical stamina.

A pair that's never fought through the duration of their five-year partnership!

The reason why curling began to garner attention in Japan is simple: the Nagano Winter Olympics of 1998. The four-person curling team became an official Olympic event at this time. The Japanese team put up a good fight, which resulted in increased interest in the sport. Mixed doubles curling is another aspect of the sport that is presently gaining attention, having become an official event at the PyeongChang Winter Olympics in 2018. The next winter Olympics will be held in Italy, in Milano and Cortina d'Ampezzo, in February 2026. Aoki and Koana will try for their first Olympics as representatives of Japan.

This team took the gold medal at the Ninth Asian Winter Games Harbin in China in February 2025. Aoki and Koana have worked together as a pair for five years. Each of them had been part of different four-person teams previously, winning the Japanese National Championships as well as competing in the World Championships. Koana remarked, "Both of us were targeted to represent Japan. The Coaching Committee recommended that I compete in the mixed doubles, so I contacted Aoki. He's known for his powerful, accurate throws. He's also great at sweeping. I'm not good at that, so it occurred to me that it would be perfect to have a partner that sweeps a lot!"

Meanwhile, Aoki said yes to Koana's invitation, and also answered with an emphatic yes: "It's been five years, and I've come to realize how accurate she is at calling the line. She



The shoes that curling contestants wear on the ice feature two different types of materials on the left and right bottom, for better control on the ice. One side is made of easy-glide Teflon or similar material (right in the photo, left foot), while the other side is made of flexible rubber, which is non-slip (bottom in the photo, right foot). The players lean into the slippery side to move quickly and smoothly.

watches the sliding stone and directs us on how to sweep. That's the line call. Almost every time I've gone against her direction, I've failed miserably (laughs). I've experienced that a number of times, so now I trust her calls!"

Regarding their strengths as a team, Koana adds: "We both had the idea that if we were unhappy about something, we would tell the other person about it and solve the problem on the spot. Because of that we've never had a fight." Both received support from the Japan Institute of Sports Sciences (JISS). Results of analysis following counseling at the Institute indicated that this team complements each other's strengths and weaknesses.

Drawing on past experience

The mixed doubles curling event is garnering attention ahead of the Milano Cortina 2026 Winter Olympics. The difference between mixed doubles as opposed to the four-person game is the speed of how the match proceeds. "With four-person curling, each of the four players throws two stones for each end, for a total of 16 throws between the two teams. There are ten ends per game, and the match lasts for over two-and-a-half hours. With mixed doubles, each team throws five times per end, for a total of ten throws. There are eight ends, and the total time required for the match is about an hour and a half."

Because the total number of shots is low, one missed shot can change the outcome of the match, and strategy can dramatically reverse outcomes. Koana continues: "Because it's a faster game with doubles, it's very exciting for spectators." Also curling is not a sport that is won with muscular strength alone. It takes lots of experience, as well as the utmost accuracy and the appropriate level of strength needed to throw the stone. This is really how this sport is



One of the places the team practices is the Karuizawa Ice Park. Pictured here are Aoki (above in photo) and Koana (bottom in photo). They share right away everything that bothers them about each other during practice, to make sure they understand each other. Says Koana: "The more conversations you have, the stronger the team."



won or lost. And it can be dominated by people in their 30s, 40s, or even older.

Koana married in 2012, giving birth to a daughter in 2022. She continued to compete with the help of the JISS Female Athlete Childcare Support Project. In the hopes that her experience helps female athletes considering pregnancy and childbirth, she shares information on the "Note" media platform.

Aoki, who is from Sapporo, also works as a coach and lecturer at events sponsored by the Sapporo Curling Association. He remarks: "Teaching isn't easy. But I find that putting curling technique into words is a positive thing for me." The two also work to broaden and popularize the sport of curling.



Aoki and Koana have worked together as a pair team since FY2019. Drawing on her network of connections, Koana is currently sponsored by a total of 27 companies, including LOGISTEED East Japan, Ltd. The two of them remarked: "We are so happy to have the support and enthusiasm of so many people, including the staff of each of our sponsor companies."

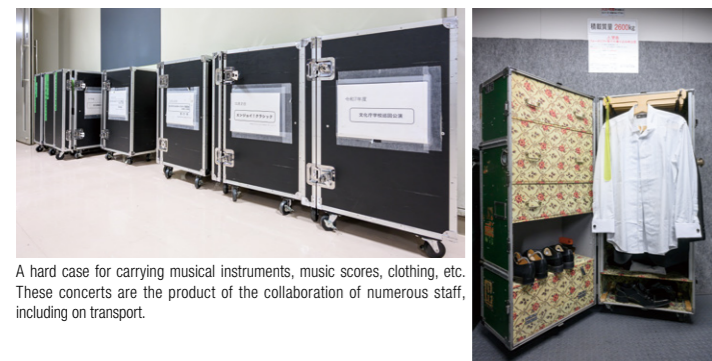




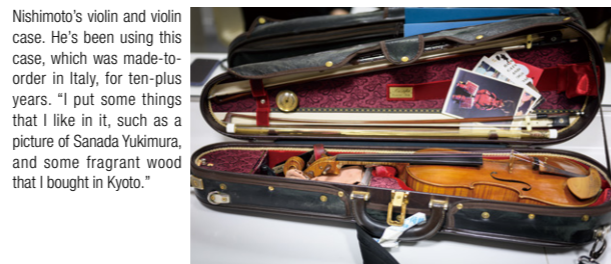
Our goal: a concert is created with a “trinity” of three parties: the concert producer, musicians, and audience

Concertmaster
Sendai Philharmonic Orchestra
Nishimoto Yukihiro

The Sendai Philharmonic Orchestra is based in Sendai City, Miyagi Prefecture. Originally established in 1973 as a civic orchestra, it is well-loved by the people of the region. Nishimoto serves as the concertmaster for the Sendai Philharmonic Orchestra. At just six years old, he was enthralled with a concertmaster he saw on television. His childhood dreams came true—ever since then he’s been involved in the world of music as a musician. We asked him about his thoughts on being concertmaster.



A hard case for carrying musical instruments, music scores, clothing, etc. These concerts are the product of the collaboration of numerous staff, including on transport.



Nishimoto’s violin and violin case. He’s been using this case, which was made-to-order in Italy, for ten-plus years. “I put some things that I like in it, such as a picture of Sanada Yukimura, and some fragrant wood that I bought in Kyoto.”

Nishimoto Yukihiro began learning the violin when he was six, simply because he happened to see an orchestra performance on television. Looking back at his past, he remarks: “I was in first grade. I believe, given the time period, that it was a performance by the NHK Symphony Orchestra. I thought they were so cool! And I was especially interested in the concertmaster. Before the performance, the master does the tuning for all the musicians, and gives them direction. Even as a child I was impressed by his demeanor—and from that time on I wanted to be like him!”

The concertmaster usually takes the first violin chair, in the front row from the audience, to the immediate left of the conductor. The master’s job is to facilitate the performance, acting as a bridge between the conductor and the musicians. The timbre and expressive aesthetic of the master defines the direction of the orchestra. Nishimoto now serves as concertmaster of both the Sendai Philharmonic Orchestra and the Kyushu Symphony Orchestra. He was named concertmaster at Sendai in 2012 at just 27, making him the youngest concertmaster of the Sendai Philharmonic ever! He took on the job at the Kyushu Symphony Orchestra in 2018.

“I liked the position where I could see everything going on.”

Nishimoto was not born and raised in a musical household. This makes it even more amazing that he had a dream about a musical career that actually came true. His father was a public servant, so the family moved around often. Says Nishimoto: “My dad was interested in the guitar as a hobby, but he didn’t play it all the time. My mom liked traditional enka music and old-fashioned Japanese popular songs, but that was about it for music. And my sister, who was seven years older than me, was more interested in sports.” Nishimoto’s parents began looking for a violin teacher for him when, since all he could think about was becoming a concertmaster.

He continues: “At that time, we lived in Gotemba City, Shizuoka Prefecture. I asked the newspaper delivery man if he knew someone who could teach me the violin, and he found someone for me. My violin teacher at the time was named Kamiki Setsuko. We are still connected to this day, and we even perform together at concerts.” Later, the family relocated to Sapporo City, where he was part of the HBC Junior orchestra, based in Sapporo City, from 5th grade through his high school graduation.

“Besides the violin, I played soccer and baseball as an elementary school student. I was goalie when I played soccer, which was the worst possible position for a musician, since you have to use your hands! (laughs). Sure enough, I broke a finger, and I got a huge lecture from my teacher. But being a goalie actually suited me, because I could see what the whole team was doing at once. I think this was a kind of foreshadowing of my role concertmaster.” After graduating from high school, Nishimoto attended the Tokyo University of the Arts. Upon completing his degree, he travelled to the U.K. to attend the Royal Northern College of Music, subsequently pursuing his career as a musician in that country. Returning to Japan in 2010, he joined the Sendai Philharmonic Orchestra in 2012.

“It might all seem like smooth sailing, but in fact I enrolled at the Tokyo University of the Arts a year after I graduated high school, since after I failed to get in right away. And I only went to the U.K. because I didn’t get into graduate school at my university. But I was fortunate to meet wonderful teachers in the U.K., and my whole approach to music has changed. I found that I could answer my own question about what I wanted to express through my performances, and I learned that in the U.K.”

Key actions prior to the tuning process

Nishimoto is now in his fourteenth year with Sendai Philharmonic Orchestra, serving as the concertmaster 50 times out of 100-plus performances. “It’s my job as concertmaster to be in a consistent state of mind for every performance. And I also make it a point to look at the faces

Nishimoto has developed a career as a concertmaster. He says: “From here on out, I’d like my role to be to bring together our younger employees and our veteran employees, and to pool their strengths in the best possible way.”



A typical performance of the Sendai Philharmonic Orchestra. Nishimoto, concertmaster, sits to the left of the conductor for the performance. Photo provided by: Sendai Philharmonic Orchestra.



Rehearsal for regular performances in progress. Nishimoto stands in front, to the left. “I look at everyone’s faces, checking on the physical and mental state and trying to assess how they are feeling.”

of all our musicians before rehearsal and before tuning. I feel this is really important. Ultimately, music is played by people, so I observe their expressions, and assess how they feel physically and emotionally on a particular day. If I sense that someone is having a bad day, I talk to them during the break. My goal is to bring together a “trinity” of the staff, musicians and audience—to create a concert that makes everybody happy.”

Thoughts about our recovery concert, a product of our combined efforts

Following the Great East Japan Earthquake of 2011, the members of the Sendai Philharmonic Orchestra, despite being disaster victims themselves, visited the various evacuation sites, delivering music designed to cheer up survivors. Since 2012, we have held a special concert every March to pray for the ongoing recovery of the area. The idea behind it is emotional recovery through the power of music. We develop themes and performances to give an added boost to our concerts, coming up with ideas including possible special guests. All in all, the goal of our concerts is to create something great together.

The Minnadetsukuru Fukko Concert (Heartfelt Connections Recovery Concert) 2026 Supported by LOGISTEED will be held at the Natori City Cultural Hall (Main Hall). This March 7, 2026, marks the 15th installment of the concert. Nishimoto says: “Sitting in the audience of a Sendai Philharmonic Orchestra performance, one gets a warm feeling, like sitting near a fireplace. This is especially true of the Recovery Concert, but there’s even more to it. You also really get a sense of the ties between Japan and people around the world that we’ve developed so far. I know that I really enjoy it and so does our staff.”

Since 2014, Nishimoto has also performed the entire Beethoven Piano Sonata, as well as the VIOLINable project—which is comprised of the Great East Japan Workshop and associated programming—on an ongoing basis. The goal is to explore the possibilities of music. He plans to continue to perform with a view to popularizing music as something fun for everyone.

Minnadetsukuru Fukko Concert (Heartfelt Connections Recovery Concert) 2026 Supported by LOGISTEED

Saturday, March 7, 2026 Open 14:00/Starts 15:00
Location: Natori City Cultural Hall (Main Hall).

Topics

Vietnam-Based Forwarding Company First to Acquire CEIV Pharma Certification

LOGISTEED Vietnam Co., Ltd. acquired CEIV Pharma certification for its Tan Son Nhat International Airport location on October 9, 2025. CEIV Pharma is an International Air Transport Association certification designed to help ensure excellent quality in handling and transporting pharmaceuticals by air. This marks the eighth location of the LOGISTEED Group to achieve the certification, and the first for a domestic Vietnam-based forwarder.



EGBM 2025 Held

The LOGISTEED Group held the Expanded Global Business Meeting 2025 (EGBM2025) over the two-day period of November 13-14th at our Headquarters (Tokyo). For the EGBM, a high-level meeting held once a year since 2010, the LOGISTEED Group's top management from around the world come together in Japan to discuss the Group's business strategy. In 2025, led by LOGISTEED in its position as an international company, approximately 300 management personnel at the Group's domestic and overseas companies, as well as supervisors in our different locations, attended the meeting in person and online, resulting in a series of lively discussions.



LOGISTEED Sponsors Catchball Classic 2025

LOGISTEED is a sponsor of the "Catchball Classic 2025," sponsored by the Japan Professional Baseball Players Association, specifically a preliminary tournament held in Kariya City, Aichi Prefecture. Before the competition, the kids had the opportunity to learn catching and throwing techniques from retired professional players.



Transport of Lead Car of the Nikko Mode Spacia Train

LOGISTEED successfully transport lead car of the Nikko Mode SPACIA train for display in front of Taipei Station, in commemoration of 10 years since the signing of a Friendship agreement between TOBU RAILWAY CO., LTD. and Taiwan Railway Corporation, Ltd. The train car was transported from a depot in Tatebayashi City, Gunma Prefecture, to the Port of Chiba by trailer. From there it was loaded onto a cargo ship and transported by sea to the Port of Taipei. This large-scale project, which also included local transport and installation at the station-front site, succeeded thanks to the LOGISTEED Group's extensive experience with heavy cargo. The project was subjected to highly meticulous management.



VC Award 2025 Held

On November 7, 2025, LOGISTEED held the VC (Value Change & Creation) Award 2025 at Headquarters (Chuo-ku, Tokyo), which features in-house presentations on kaizen-style improvement case study examples. This annual award ceremony has now become a regular event where employees make presentations on Value Change & Creation projects designed to facilitate kaizen (ongoing improvement initiatives), which form the basis of day-to-day implementation of the LOGISTEED WAY*—which in turn leads to better productivity and efficiency on site.

*The "LOGISTEED WAY" concept is intended to be a guidepost for achieving the ideals of the LOGISTEED Group, comprised of: business philosophy, management vision for the future, action guidelines, and keys to success.



"Above the Seven Summits Live" Concert Held

Last October 24th, the "LOGISTEED presents OTTAVA Accademia Special" was held at the Aoyama Grand Hall, sponsored by OTTAVA, the nation's only online radio station specializing in classical music. The event, entitled "Above the Seven Summits Live," featured aerial photographer Yamamoto Naohiro and guitarist Falcon.

Yamamoto's current challenge is his "Above the Seven Summits Project," sponsored by LOGISTEED, for which he takes aerial photos from a motorized paraglider. With Yamamoto's photos and videos of vast landscapes in the background, guitarist Falcon creates multi-layered spacy sounds using an effector, bringing in his acoustic guitar to deliver a unique impromptu performance.

The audience was dazzled by the music and visual accompaniment, and the concert was a great success.



Support for Japan's Participation in Soap Box Derby World Championships

LOGISTEED is a sponsor of the Japan Soap Box Derby Association (NPO) project, which works to popularize the Gravity Car Race. LOGISTEED sponsored a representative sent to the 87th AASBD (All American Soap Box Derby*), held in the U.S. The company's "LOGISTEED VANTEC Nippon" car competed in the race.

* Soap Box Derby: "Soap Box Derby" refers to a car race involving zero CO₂ emission vehicles that run on hills solely on the power of gravity. The race got its start in 1933 in the U.S., sponsored by large auto manufacturers, tire manufacturers, etc. Boasting a history of 90-plus years, the race is held annually in Akron City, Ohio.



Best Driver Award Presented to Hokkaido LNG employee

The Sapporo Sales Office at LOGISTEED North Japan, Ltd. launched LNG transport operations in December 2023, which means the office is now coming into its third year of LNG transport operations.

Suzuki, a driver at the Sapporo Service Office, was awarded the FY2024 Best Driver award by Hokkaido LNG, at which time he was honored with a display of gratitude for his day-to-day initiatives on safe driving and quality operations. The team works to earn the trust of customers through safe and reliable LNG Transport.



LNG: Liquefied Natural Gas

Logistics Award Presented to LOGISTEED at the 2025 Japan Packaging Contest

LOGISTEED took the Logistics Award (a packaging technology prize) presented at the 2025 Japan Packaging Contest, organized by the Japan Packaging Institute (JPI), for the Upper Arm-Type Demo Set Reusable Packaging Box. The prize-winning reusable packaging box was developed for the purpose of transporting demo equipment to users. It features the SSCV®-Safety, which is a safety control solution. By utilizing this reusable packing box, transport costs are cut by 40%, and time required for packing and unpacking is reduced by 60%. The outer box is punched with holes, which facilitates better cargo handling.



Equity Investment by Japan Post, Capital-and-Business Tie-up

LOGISTEED has announced that Japan Post Co., Ltd. has entered into a share purchase agreement with HTS Investment L.P., a limited partnership indirectly owned and managed by Kohlberg Kravis Roberts & Co. L.P. (KKR), to acquire 19.9% of the shares of LOGISTEED Holdings, Ltd. LOGISTEED also announces that, with a view to boosting corporate value for the parties involved through logistics sector collaboration, LOGISTEED and LOGISTEED Holdings have entered into a capital and business tie-up with Japan Post.



Aomori Nebuta Float

LOGISTEED East Japan, Ltd. participated in the Aomori Nebuta Festival, held over the period of August 2nd-7th, as part of the Hitachi Nebuta Float Committee. As a PR initiative, the company created the LOGISTEED Fan (hand-held paper fan) to present to festival-goers. Employees from the Tohoku Transport and Machinery Sales Dept. (Aomori Section) assisted with transporting the float, and though it rained for some of the festival days, the festival was nevertheless a big success.



LOGISTEED Takes Best Logistics Improvement Award at the All Japan Logistics Improvement Case Study Conference 2025

LOGISTEED took the Best Logistics Improvement Award—the top prize—in the Logistics Management Division at the All Japan Logistics Improvement Case Study Conference 2025 (sponsored by the Japan Institute of Logistics Systems/Japan Logistics Qualifications Society). LOGISTEED was recognized in the Logistics Management division for our initiative featuring SSCV®-Safety, which improves visibility of the driver's current physical condition and reduces potential accidents by 98%.



1st Place, 4-Ton Category



LOGISTEED West Japan, Ltd. **Nakagawa Hiroaki**

2nd Place, 4-Ton Category



LOGISTEED West Japan, Ltd. **Kobayashi Kohei**

3rd Place, 11-Ton Category



VANTEC CENTRAL CORPRATION **Shirasu Tadahiko**

LOGISTEED Drivers Place in 4-Ton Category (1st Place/2nd Place) and in 11-Ton Category (3rd Place) at the 57th National Truck Driving Contest



At the 57th National Truck Driving Contest (sponsored by the Japan Trucking Association), held at the Safe Driving Training Center (Hitachinaka City, Ibaraki Prefecture) on October 25th-26th, Nakagawa Hiroaki of LOGISTEED West Japan, Ltd. won in the 4-ton category with a total core of 994 points, followed by Kobayashi Kohei in second place.

Further, in the 11-ton category, Shirasu Tadahiko of VANTEC CENTRAL CORPRATION placed third, also taking the Japan Trucking Association CEO Special Award for the contestant with the highest score. A total of 146 contestants who had won out in their respective prefectural-level tournaments, competing on the skills and knowledge they rely on in their day-to-day work. Seven contestants (two in the 4-ton category, two in the 11-ton category, and three in the trailer category) were sent from the LOGISTEED Group.



LOGISTEED Drivers Place in 40th National Forklift Driving Contest



The 49th National Forklift Driving Contest, sponsored by the Land Transportation Safety and Health Association, was held at the Chubu Truck General Training Center (Miyoshi City, Aichi Prefecture), over the period of September 27th-28th. From LOGISTEED West Japan, Tamura Ren took third place, while Shindo Masaki placed fifth. From the LOGISTEED Group, six people were sent to the competition in the Regular Division, plus two from the Women's Division, for a total of eight.

3rd Place, Regular Division



LOGISTEED West Japan, Ltd. **Tamura Ren**

5th Place, Regular Division



LOGISTEED West Japan, Ltd. **Shindo Masaki**



Janjan-yokocho, located in the Shinsekai area at the base of the Tsutenkaku Tower, is one of the city's retro-vibe shopping areas offering local specialties.



The island is populated with healthy cats that are happy to approach people!

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Cover photo

The Seto Inland Sea and a Coastal Vessel



View of Yumeshima Island

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