

Approximately one third of containers in the world are moved in Asia and more and more are expected in Asia. Considering the fact that more than 80% of containers to/from Japan are Asia-related, it is impossible to talk about the logistics of our country without focusing on Asia

What could be prospects and issues if we take a look at the intra-Asia logistics from broader viewpoint, including inland transportation and private company supply chain, than from port and harbor restricted viewpoint ?

The feature of this month looks down over intra-Asia logistics such as multi-modal transportation and Japanese companies' expansion in Asia to find out the right direction of our Japanese ports and harbors.

■ *SPECIAL ESSAY*

Global expansion of supply chain and common policies of logistics in Asia

/Toshinori Nemoto

■ *Seamless tendency of logistics and supply chain in Asia*

Features of ocean cargo logistics between Asia and our country

/Tetsuro Fujita/Tomihiro Watanabe/Shuichi Goto

*Column* utilization of second-handed vessels in international trade in East Asia

/Tomohisa Abe

International RO/RO transportation- 10 year history and future of Shanghai Super Express Co.,Ltd.

/Masahiro Terauchi

International surface transportation by SS7000(Shanghai-Singapore 7,000km)

/Toyoshige Yokoyama

The present and the future of Japanese automobile manufacturers' production in ASEAN

/Yoshihiro Yano

OEM clothes production in Vietnam

/Naoki Hisano

■ *Taking advantage of Asian rapid growth*

Impacts and utilization of FTAs in East Asia & production/distribution networks

/Mitsuyo Ando

Hurdles before achieving seamless intra-Asia logistics in ASEAN and China

/Yoichi Kume

Chassis usage, logistics information network, and working equipment among Japan, China and Korea

/Yoji Kawakami

Four main projects under Japan-ASEAN logistics partnership

/Kiyoshi Odashima

Logistics strategies of Port of Kita-Kyushu to grow with Asia

/Akio Sagara