



Japan International Transport Institute
JITI Newsletter No. 1
June 2005

Greeting

Hello, all in the United States. My name is Jiro Hanyu, and I am president of the Japan International Transport Institute (JITI). JITI, based in Washington D.C., has already been operating for 14 years since its establishment in 1991. However, many people may not be familiar with JITI, so I would like to provide details of our activities.

JITI is a Japanese NGO, and its activities are fully supported by the Nippon Foundation, which is world-renowned for assisting organizations that contribute to the public interest. We gather world-renowned intellectuals to consider solutions to various urgent issues in the international community in the transportation sector and make recommendations to the public. Specifically, these issues include countermeasures against air pollution and global warming caused by automobiles, further liberalization of international aviation and desirable transport security.

From now on, we will continue to introduce the status and future plans of our activities on a regular basis in the form of a newsletter. If you are interested, please do participate in upcoming seminars and conferences planned for the Fall and Winter 2005. We welcome your input and feedback.

Jiro Hanyu, President
Japan International Transport Institute



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Future Activity Plans

Seminars and Conferences

We are currently conducting studies on countermeasures against air pollution and global warming issues caused by greater use of automobiles, and desirable measures for balancing security and smooth flow of transportation. Based on the results of our studies, we are planning to hold the following conferences and seminars commencing Fall 2005.

① *Seminar on Global Warming and Transport – The Impact of Motorization in Developing Countries, Particularly China and India* (Planned for Late Fall 2005)

With respect to the percentage by country of carbon dioxide emissions, which are the main cause of global warming, China ranks second at about 14% of worldwide emissions, following the United States at about 24%. India ranks fifth at about 4%. Developing countries, including China, have been achieving significant economic development and are expected to achieve dramatic economic growth in the early 21st century. As a result, these countries are predicted to emit large amounts of carbon dioxide, therefore, for effective implementation of countermeasures against global warming these developing countries also have to take effective measures to reduce future carbon dioxide emissions.

Furthermore, it is necessary to pay attention to the possibility that if progress is made in measures to reduce carbon dioxide emission from power plants and other stationary sources, then measures to reduce carbon dioxide emission in the transportation sector will become the most critical in the future. Transportation sector emissions account for around 25% of carbon dioxide emission in the world (especially, in the road transport sector that is the center of the transportation sector). When thinking of measures to reduce carbon dioxide emissions from the road transport sector, it is necessary to understand the momentum of progress of motorization in the economic development of developing countries. Among the most prominent considerations are technical problems such as difficulty in monitoring individual automobiles, and problems in terms of social infrastructure development that necessitate capital for construction of fuel delivery networks and difficulties in changing these networks once they are constructed.

On this account, this seminar will provide an opportunity to introduce a model for predicting carbon dioxide emissions from the road transport sector in China up to 2030, and specific forecasts of emissions from the road transport sector in fast-growing China. Moreover, the seminar will discuss the present conditions and future of the road transport sector in India as well as the direction of the framework for measures to reduce carbon dioxide emissions from the road transport sector throughout the world. Specific numerical predictions concerning China help us to understand the urgency and necessity of measures for developing countries in reducing carbon dioxide emissions from worldwide road transportation.



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② *Maritime Security Conference* (Planned for Fall 2005)

Since the 9/11 terrorist attacks in the United States, there have been expanding efforts to improve maritime security in the international community, including amendments to the International Convention for the Safety of Life at Sea (SOLAS), implementation of ISPS Codes for enhancing the security of vessels, ports and harbors, 24-hour manifest rule, CSI and C-TPAT by the United States.

However, there remain numerous problems to be solved, such as how to harmonize security improvement with smooth economic activities in the maritime field, how to raise the security level of countries that are lagging behind in taking effective security measures and what kind of government-private sector partnerships are required for security improvements.

In relation to these issues, this conference will seek for desirable ways to improve maritime security in the future through keynote speeches and the exchange of opinions by policymakers and experts in the public and private sectors both in Japan and the United States.

This conference also aims at deepening the discussions for the issues to be raised in the Ministerial Conference on International Transportation Security to be hosted by Japan in January 2006.

③ *Seminar on Low-Emission Heavy-duty Vehicles* (Planned for February 2006)

Automobiles have a significant influence on regional air pollution and global climate change problems. One potential solution to existing modes is greater use of low-emission vehicles. However, the development and dissemination of low-emission vehicles presents major challenges. Automobile manufacturers of passenger vehicles in Japan, the United States and other countries have been steadily promoting the development of low-emission vehicles. However, such development for heavy-duty vehicles is difficult to advance because their market size is smaller than that of passenger vehicles. In line with this problem, the government and the private sector of Japan are now cooperatively promoting the development of “next-generation low-emission vehicles,” which can replace existing large diesel vehicles with the aim of reducing emission gas to almost zero and maintaining or improving mileage. Our institute is promoting the study of the present conditions and future prospects of this development of next-generation low-emission vehicles, focusing on large trucks fueled by DME (dimethyl ether) that Japan has successfully developed and made trial production of ahead of other countries.

This seminar will discuss the present conditions and future prospects of the development of next-generation low-emission vehicles based on the characteristics of the market for heavy-duty vehicles with special reference to Japan’s experience. In addition, vehicles actually developed by Japan will be on display.



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Holding Study Groups

In addition to the aforementioned studies, our institute is conducting a study for the review of the Convention on International Civil Aviation (Chicago Convention).

Over 60 years after the entry into force of the convention, the Chicago Convention has not only become unsuitable for the actual economic activities in the rapidly progressing field of civil aviation, but also it seems to have fundamental problems as an international law that disciplines international civil aviation.

Therefore, we established the Chicago Convention Study Group consisting of practitioners and experts in Japan including individuals from the Ministry of Land, Infrastructure and Transport. JITI has organized Japan's positions on amendments to the said convention. We will establish a study group in cooperation with U.S. experts to understand American perspectives, and to consider preparation of a draft amendment to the said convention through cooperation between Japan and the United States.

Recent Event: Seminar on Maritime Security Measures for Non-SOLAS Vessels

On May 10th, we held a seminar at the Headquarters of the International Maritime Organization (London) under the auspices of the Ministry of Land, Infrastructure and Transport and the Maritime and Port Authority of Singapore.

At present, cargo vessels of under 500 gross tons engaged in international voyage, domestic vessels, fishing vessels and pleasure boats are not subject to international conventions on maritime security, and measures for these vessels are left to each country. However, these small vessels are frequently used for crimes, smuggling and terrorist activities, and international measures are therefore urgently needed.



At this seminar, participants could achieve the following common understanding: (1) it is the task of the international community to consider security measures for non-SOLAS vessels, (2) it is appropriate to take measures according to the degree of threat in each region, and (3) the IMO should consider specific measures. Our institute will further develop discussions related to this seminar and will clarify desirable security measures for non-SOLAS vessels, including initiatives that the IMO should take to realize specific measures.



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OPENING REMARKS Mr. Jiro Hanyu - President, Japan International Transport Institute

SPECIAL SPEECH FROM OUR HONORED GUEST

Mr. Efthimos Mitropoulos - Secretary General, International Maritime Organization

KEYNOTE SPEAKERS

JAPAN: Mr. Koichi Fujiwara – Deputy Director General for Engineering Affairs,
Maritime Bureau, Ministry of Land, Infrastructure and Transport

SINGAPORE: Mr. Lui Tuck Yew – Chief Executive, Maritime and Port Authority of
Singapore

UK: Mr. John Grubb – Deputy Director, Maritime and Land Transport
Transport Security and Contingencies Directorate,
Department for Transport

USA: Rear Admiral Thomas H. Gilmour – Assistant Commandant for Marine Safety,
Security and Environmental Protection, U.S. Coast Guard

PANEL DISCUSSION

Moderator Mr. Frank Wall – Consultant, Former Chairman of the Security WG of MSC of
IMO

Panelists

JAMAICA: Rear Admiral Peter Brady – Director General, Maritime Authority of Jamaica

JAPAN: Mr. Kazuhiro Tabuchi – Deputy Director, Japan International Transport Institute

SINGAPORE: Mr. Lui Tuck Yew – Chief Executive, Maritime and Port Authority of
Singapore

USA: Commander Cynthia L. Stowe – Chief, Vessel and Facility Security Division,
Port Security Directorate, U.S. Coast Guard

(For inquiries)

- Please contact the following for inquiries about JITI's activities.

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(Application for participation in a seminar, etc.)

- We will inform you of seminars as soon as detailed information is available. We will also place information and updates on our website (www.japantransport.com).
- In regards to participation in any seminar, we would ask you to pre-register. You can register either by sending a fax transmission of a registration form or through the registration page on our website.



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Reference: Outline of Conferences and Seminars Held Last Year in Washington D.C.

○ PROMOTING GREEN LOGISTICS (11.17.2004)

Outline

Speeches and discussions on the future direction for promoting environmentally friendly logistics and the desirable role of each sector concerned led participants to share in the recognition that it is important for private companies to advance independent efforts and for the government to support these efforts. Furthermore, for that purpose it is necessary to strengthen collaboration between shippers and distributors, and between private companies and the government.

Main Speakers

Stephen L. Johnson – Deputy Administrator, U.S. Environmental Protection Agency

Hayao Hora – Vice-Minister for International Affairs, Ministry of Land, Infrastructure and Transport

Governor Bill Graves – President and CEO, American Trucking Associations, and Former Governor of Kansas

○ AVIATION SECURITY OF TOMORROW (6.30.2004)

Outline

Speeches and discussions on the present conditions and future prospects of aviation security led participants to share in the recognition that it is important to achieve a good balance between security improvements and ensuring passenger convenience. International cooperation at various levels is also necessary.

Main Speakers

Assad Kotaite – President of the Council, International Civil Aviation Organization

Asa Hutchinson – Under Secretary for Border and Transportation Security, U.S. Department of Homeland Security

Jacques Duchesneau – President and CEO, Canadian Air Transport Security Authority

Hayao Hora – Vice-Minister for International Affairs, Ministry of Land, Infrastructure and Transport

○ THE DEVELOPMENT & DISSEMINATION OF ENVIRONMENTALLY FRIENDLY VEHICLES (EFVs): Attaining an Environmentally Friendly Automobile Society (1.28.2004)

Outline

Keynote speeches and discussions on measures to develop and disseminate environmentally friendly vehicles (EFVs), promoted the understanding among experts and attendees from Japan and the United States of efforts to develop and disseminate EFVs in Japan and the United States, as well as the trend and direction of future technical developments.

Main Speakers

Margo T. Oge - Director, Office of Transportation and Air Quality, U.S. Environmental Protection Agency

Alan C. Lloyd - Chairman, California Air Resources Board

Kanji Nakayama - Director General, Engineering and Safety Department, Ministry of Land Infrastructure and Transport

Yasuhiro Daisho - Professor, School of Engineering, Waseda University

Display

Six of the latest EFVs were displayed through the gratuitous cooperation of Japanese and U.S. manufacturers (Toyota, Honda, Nissan, GM, Ford, and DaimlerChrysler).



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