



JARA NEWS

Japan Automobile Recycle Network News

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Chairman Satoshi Takahashi, center, and honorary advisors, Shigeru Tenmyo, left, and Taku Oshima, right.

NPO-JARA announces new executive team Takahashi takes post of chairman

Non-profit organization JARA held its 12th general meeting on May 26 in Tokyo and Satoshi Takahashi became the new chairman of the group. Although it was not the normal time for electing, "Let us go forward with a new executive team, as the business environment of the recycling industry is becoming severe," said Managing Director Soshō Kitajima. Former Chairman Shigeru Tenmyo and former Vice Chairman Taku Oshima left their posts and will serve as honorary advisors.

At the general meeting, the group's business activities and financial report for fiscal 2015 were approved, along with business and financial plans for FY2016. Reported at the meeting was the winning of the "Energy Globe Award" in June 2015 and the holding of the Asian Automotive Environmental Forum (AAEF) in Akita last October.

Business plans for this fiscal year include: 1) researching and studying of used vehicle exports, 2) conducting activities for reducing CO2 emissions, 3) holding seminars for automotive

recyclers, and 4) tightening relationships with the recyclers around the world. For the first item, NPO-JARA will keep in touch with related organizations and carry out research, while for the second item, it will undertake educational activities and hold seminars. For the third item, it plans to host a seminar focusing on recyclers in late August, while, for the fourth item, it aims to tighten relationships with its counterparts in various countries through the AAEF to take place in Australia this autumn. It will also assist recyclers who are entering overseas markets. *(Daily Automotive News, June 2 issue)*

JAERA reshuffles executive team

The Japan ELV Recycler's Association (JAERA) held its 9th general meeting on June 9 in Tokyo. After the selection of officers due to the expiration of the terms of office, Yasuo Sakai was named president of the nationwide association. Tsuyoshi Ishigami, Norio Nagata, Masayuki Kiuchi, and Takefumi Nomura each became a vice president. Under the new executive team, JAERA will strive to further activate the organization and the industry's development. Former president Nishio Kawamura will serve as an advisor.

President Sakai expressed his eagerness by saying, "Upon being appointed president, I felt heavy responsibility in these hard times. I need to facilitate block-based activities and make JAERA more powerful, so that it can help member companies' have sound management."

At the general meeting, the group's business activities and financial report for fiscal 2015 were approved, along with business and financial plans for FY2016.

In the business plans for FY2016, it will establish the "Japan Automotive Recycling Institute," which is expected to conduct research

on recycling technologies, and certify automotive recycling technicians and issue certificates for labeling and others activities. It is expected to be incorporated in around July or August.

To improve and expand the certified auto-recycling technician system, good examples of dismantling operations will be covered in JAERA's training course, thereby creating understanding among trainees. The course's curriculum will also be reviewed in order to reduce the burden of trainees.

JAERA will also continue to take part in developing Japanese Industrial Standards (JIS) for "labeling standards" for automotive replacement parts as part of its efforts to activate the recycling industry with a long-term vision.

The "reuse sub-group" will continue to work with JIS development. In this fiscal year, it will prepare a draft by setting items for standardization of recycled parts, including information structure, items needed for description, description forms, etc. The "truck and bus sub-group" will host factory tours to dismantling facilities for conversion parts. The "recycling technology sub-group" plans to carry out certified auto-recycling technician workshops for targeting new trainees. The "resource recycling sub-group" will continue to work with joint shipment of precious metals among members, as well as on preparation for joint shipment of bumpers and other plastics materials.



CO2 Reduction Effect (based on Super-Line System)

The use of Reuse Parts saved
**3,185 tons of CO2 emissions
in May 2016**

The reference figure represents the difference of carbon dioxide (CO2) emissions at the vehicle repair using genuine (new) parts and recycled parts.*

*: Based on "Green Point System", which was jointly developed by the Japan Automotive Parts Recyclers Association and Waseda University Environmental Research Institute using a life cycle assessment (LCA) technique.



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Kanamori Shokai Co.

- New restroom for guests and female employees
- Raising employee satisfaction and quality of services

Kanamori Shokai Co., located in Kasamatsu-cho, Gifu Prefecture, is actively involved in staff training, especially for female staff members. In April, the company hired high school female graduates for its front desk. It was the first time for the company to employ female worker directly out of high school. At the same time, the company spent 3 million yen on its new restroom for guests and female employees as part of its efforts to build a better workplace for both male and female employees. By raising employee satisfaction (ES), Kanamori Shokai focuses on fostering “professionals” among both production and front desk employees, who are capable of providing high-quality services to help the company differentiates itself from others.

The company runs a relatively small business with 10 employees and handles 40-50 ELVs for recycling per month. It specializes in parts sales, while it also handles scrap steel sales on a very low scale. The company posted record-high sales for the previous year. Executives of other recyclers often visit the small-scale Kanamori Shokai to learn the secrets of its success and why it is strong in hard times.

Most of its customers are neighboring car dealers. The company consistently insists on quality. President Kougen Kanamori said, “You cannot sell parts for which there is no clear objective for having. Our policy is to sell the parts that customers use with peace of mind and that make them happy. That’s all there is to it.” Kanamori had once

JARA members topics in focus



Although small, Kanamori Shokai is a company that is needed in the local community

worked as a mechanic at a car dealer in Gifu, but went independent to set up his own company. His background allows the company to produce parts that better meet customers’ needs and to understand car dealers well.

Staff training is a key to securing quality at Kanamori Shokai, where the president has long taken the lead in giving instructions regarding production know-how, even if it stops the work that his employees are doing. “In coming years, only two, the true professional and amateur, can survive. Incomplete professionals are no longer needed,” Kanamori said. In order to let his employees acquire broad-range yet deep knowledge, every few years he implements a work rotation and has the front staff members and production employees switch jobs. This allows them to deepen knowledge about the other side of the business, resulting in quick and flexible actions for customers.

The company has recently been promoting the use of female front desk staff members. Four of the 10 employees are female. The company aims to make a full use of meticulous responses

of which female employees are capable, but that no male employees can imitate. To provide a better work environment, it built a new restroom exclusively for female employees and guests, in which the toilet seats and interior design were created based on advice and ideas given by the female employees. “As our female employees had felt inconvenience until then, I let them create the restroom the way they wanted,” said Kanamori. “Actually, I was surprised at the cost. But it was a good thing to do.”

Kanamori recognizes the downside to his approach and said, “When you want to foster true professionals, the company’s growth slows until they mature.” Nevertheless, he does not intend to change his focus on staff training. “Given the size of our company, we might have too many employees. But young people are the potential that will power the company for years to come. They might help the company grow in a direction that we did not anticipate.” About the industry’s many negative topics, he said, “You can’t help it. The only thing we can do is help create a bright future by ourselves.” (*Daily Automotive News, June 9 issue*)



Restroom fitted with a wide vanity for comfortably adjusting makeup, right. Female employees chose everything, including even what towels to use, left.

Environment ministry urges carmakers to use more reuse plastics

Providing incentives for vehicles that use high volume of reuse materials

The Ministry of Environment is urging carmakers to use more reuse plastics. It will provide preferential treatment for new “Eco Premium Cars” (tentative name) that use high volume of reuse materials. The ministry estimates that when the use rate of reuse materials of a car is raised from the current 1.5 percent to 5 percent, the annual reuse amount of polypropylene (PP) is expected to increase from the current 15,000 tons to a maximum of 180,000 tons. Although issues will remain regarding recycling costs and performance, the ministry aims to ask carmakers to expand the use of such materials, thereby reducing

automobile shredder residue (ASR) and helping to build a recycling-oriented society.

Currently, the average passenger car contains approximately 150 kilograms of various plastics. Approximately 320,000 tons of used plastics are produced from such cars every year as a whole, the ministry said. Of the total, 220,000 tons, or nearly 70 percent, are processed as ASRs. Only 2,000 tons are collected as materials for reuse in Japan. The remainder is sent overseas. As a result, the amount of reuse PPs from vehicles is limited to approximately 15,000 tons annually.

The ministry estimates that if new vehicles such as the Nissan Leaf and the Toyota Sai, in which reuse plastics account for approximately 20 percent of the plastics used, expand to five percent of the new car market, the use of reuse plastics would increase from the current 15,000 tons to 22,000

tons. Furthermore, if the combined share of the above-mentioned advanced models and vehicles with a 5 percent use rate of reuse plastics would reach 50 percent of the market, the use of reuse plastics would increase by 1,000 tons. On the other hand, if the use rate were to be 20 percent in all new vehicles, the use of reuse plastics would increase to 181,000 tons, or about 12 times the amount that is currently used.

However, retrieving reuse plastics from used materials is costly. A resource recycler pointed out, “Recycling of materials made from vehicles for reuse in vehicles, or so-called ‘horizontal recycling’ is difficult because of changes in materials used in cars and aging degradation.” The ministry intends to continue supporting the development of easy-to-reuse materials and design, as well as of advanced recycling technology, thereby promoting the use of reuse plastics. (*Daily Automotive News, June 6 issue*)

Reuse plastics account for 20 percent of the plastics used in the Nissan Leaf



Automobile shredder residue (ASR)



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