



JARA NEWS

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JARA to start using tablet terminal for recycled parts production

JARA Corporation is to start using tablet terminals for recycled parts production in order to significantly improve work efficiency. With the tablets, registration of both vehicle information and parts images will be available. The company's headquarters will arrange the usage and to launch a new service for the ATRS (Automobile Total Recycle System) network beginning in September at the earliest.

Operation of ATRS, which was initially designed to be used by personal computer, has been modified to be used by tablet terminals. Until now, registration of product information was manually recorded on a paper form by production staff members, who then they entered the information into the system via PC. With the new service, staff members will be able to input information directly from a tablet's screen.

Registration of product images will be handled in the same way. Previously, staff members transferred photos taken using a digital camera to a PC and then registered them in the system. The new service, however, allows staff to directly register photos by a tablet's camera. Moreover, four photos will appear as one image, providing a complete look at, for example in the case of a bumper, the entire item, the back side and any dents or, and scratches.

JARA Corp. is currently strengthening member support activities. The company recently introduced a new tool that automatically calculates estimate for ELV procurement based on big data, such as the

sales results of recycled parts. It also introduced a new function for sending parts information to social networking services, such as LINE. "We would like for our company's new services and functions to serve as catalysts that vitalize the entire recycling industry," said President Soshō Kitajima. (*Daily Automotive News, Sept. 8 issue*)

JARA introduces new settlement service to aid members' cash management

JARA Corp. will introduce a new settlement service, starting with invoices due in September. With the service, members can change the terms of payment for purchased parts from the current "by the end of the following month" to "the 11th day of the month that follows the month following the month of closing." The service will be made available to JARA members that produce recycled parts and its use will be at each company's discretion.

This means that users of the new service will be able to postpone the payment date by about 10 days. During that period, JARA will cover the amount to help members address cash management issues, just in case such occasions arise. To make the service easier to use, charges for it will be set lower than that of the interest charged by bank.

Initially, the service will be limited to members who use JARA's system. But plans are to expand it to the entire JARA group, including the Super-Line System.

Today, amid falling scrap-metal prices, recyclers are increasingly focusing on strengthening parts sales. Under such circumstances, "Members' working capital needs have increased and some members are seeing delayed collection of credit payments. In these hard times, we offer this new service as a safety net for members." (*Daily Automotive News, Sept. 1 issue*)

Talks with rebuilt GP parts partners

JARA Corp. has held its meeting for the first half of 2016 with rebuilt GP parts

partners. Attendees reviewed the sales results for January-June, and received explanations about activities undertaken during the period, such as the introduction of a new operation system, as well as about challenges for the second half of the year. President Soshō Kitajima said, "Today's economy is tough. But let's talk about what we can do toward autumn and winter."

The new operation system, which was introduced this April, requires parties to obtain ISO certification and to attach PL insurance for deals. An attending rebuilder highly rated the system, saying: "It is an easy-to-understand standard that lets our front desk staff works with confidence." On the other hand, requests and suggestions were presented by others. "ISO and PL are not the only way to enhance quality. We need to consider hidden efforts." "For example, we could compile claim rates and announce or recognize excellent performers."

Planned activities for the second half include plant tours in the Kansai region and campaigns and workshops. (*Daily Automotive News, Sept. 1 issue*)



Meeting with rebuilt GP parts partners



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CO2 Reduction Effect

(based on Super-Line System)

The use of Reuse Parts saved
3,434 tons of CO2 emissions
in August 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.

An ELV is recycled. MOE aims to share good examples and know-how beyond the confines of separate industries.

**Environment ministry
 to set common,
 category-crossing
 collection scheme**

In the next fiscal year the Ministry of Environment is to focus on how to link recycling policies that have been separately promoted by sectors, such as automobiles, household appliances, construction, etc. It aims to build a common collection scheme and share information on successful examples with related industries, thereby helping achieve stable and improved operations of the overall recycling system.

MOE will a budget request for 226.0 million yen for the next fiscal year in the form of proposed "Project to Promote Improved Resource Recycling by Integrating Recycling Systems." Under current government-established practices, separate recycling systems are in place for each sector, such as container packages (glass and PET bottles), construction waste materials, household appliances and automobiles. Although these saw a certain level of success, their high cost in collection and separation operations has become a problem and is preventing further development. Even for consumers and businesses, it has not been an easy-to-understand system.

Against this backdrop, the ministry

is going to lower the price of recycled parts and promote their widespread use by sharing know-how on separation, dismantling and reuse in each sector under a common budget covering the whole area of recycling.

Meanwhile, existing policies may remain in some areas. In the automobile recycling industry, the budget will be used for incentives for new vehicles large volume of recycled plastics, as well as for promoting the recycling of parts and materials used in next-generation vehicles, such as carbon fiber reinforced plastics (CFRP), electric motors, and secondary batteries. *(Daily Automotive News, Sept. 6 issue)*

**Transport ministry to create
 guidelines to enable foreign
 technical trainees to acquire
 Class 2 car mechanic license
 skills within 5 years**

The Ministry of Land, Infrastructure, Transport and Tourism (MLIT) is to create new guidelines for foreign technical intern trainees who work at Japanese automobile service shops. Under the new guidelines, foreign trainees will be expected to achieve skills roughly equivalent to a Class 2 Car Mechanic License within 5 year, rather than the current three. The new guidelines

will also help service shops, which face personnel shortages.

The the bill for revising the foreign technical intern system includes the establishment of a business council in which the related ministries will participate. MLIT has issued a rough estimate of its budget for the next fiscal year, which includes the operation of the council. In addition to representation by the related ministries, he council is expected to include related groups and businesses.

Acceptance of foreign technical intern trainees is likely to speed up in the beginning of the next fiscal year. However, MLIT said: "We don't know how many people actually sign up as trainees, nor will we know the actual situation of the training, until things get underway." The ministry plans to conduct a survey on the actual situation in the next fiscal year to grasp the number of trainees and whether service shops are appropriately putting them to use.

At present, foreign technical intern trainees are able to train for three years at the longest, during which time they are expected to gain skills equivalent to that of a Class 3 Car Mechanic. The Japan Auto Service Promotion Association manages the examination system. *(Daily Automotive News, Sept. 26 issue)*

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