



JARA NEWS

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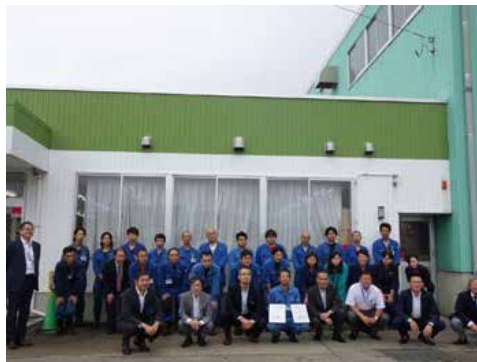
JARA holds a basic workshop for production manager at Mie Parts Co.

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JARA Corporation recently held its Basic Seminar for Production Managers at Mie Parts Co., Ltd., in Suzuka City, Mie Prefecture. In addition to usual the themes, such as inventory management and safety operation, the workshop newly included basic knowledge of body and paint repair (BP). Roughly 20 trainees learned practical knowledge on how to produce parts in a way that meet customers' needs, including BP and repair work.

Since the Basic Workshop for Front Desk Staff held this June, JARA has introduced the additional curriculum of vehicle body repair. In the basic workshop for production managers, an actual vehicle was used as a learning tool, along with a lecture. By acquiring basic knowledge of BP, such as body structure, paint film and insurance, "trainees will be able to produce parts while focusing on consumers' needs. They would not be simply engaged in parts production", according to JARA.

This BP-oriented approach taken by JARA is to "enable communication using a common language between front desk and production staff." The company said that, previously, it had produced parts simply centering on those with no damage or those sold well. But it will be important for us to learn to fully understand customers through



10th straight year award-winner Hida Tec

Hida Tec wins '10th Straight Year Special Award'

Hida Tec Co., Ltd., of Joetsu City, Niigata Prefecture, has received the prize for "10th Straight Year Special Award" from the Automobile Shredder Residue Recycling Promotion Team (ART). The company's Niigata Auto Recycle Center in Joetsu City, and Niigata Auto Recycle Center Kaetsu in Niigata City, won the award. Hida Tec's long-term efforts toward complete recycling of end-of-life-vehicles were highly evaluated.

ART consists of 12 domestic and foreign carmakers, including Nissan, Suzuki, Fuji Heavy Industries, Mazda, Mitsubishi Motors and Isuzu. The team promotes appropriate and efficient recycling that is in line with Japan's automobile recycling law and has an awarding system for excellent recyclers.

At the award presentation, an ART official said, "We are thankful for Hida Tec's continuing efforts toward complete recycling. The award started in 2006 and the special award is for a company that has won the award for 10th consecutive years." (Daily Automotive News, Oct. 12 issue)

Government calls for voluntary rules for house and car sharing

The government has decided to ask the car industry and housing industry to establish rules on car sharing and house sharing.

A "sharing economy" study committee, which is a sub-group of the "IT Strategies Headquarters", will compile an interim report. Currently, sharing services, which connect user to user, lack a clear responsibility, causing concern among many consumers about share service-related accidents or trouble. As such, the government decided to have the related industries establish rules and regulations.

The basic policy indicates that a share-service company should take out insurance for accidents and troubles, as well as have a call center for claims. It also calls for raising the reliability of after-use evaluation and ensuring identity verification. The opinion of local communities should be incorporated into the rule making. A company would be required to clarify that its service does not contradict existing laws.

While stressing the importance of user protection using the voluntary rules, the government will also search and make public good examples that can enable share services to be useful for regional revitalization. In the case that if the extent of existing laws is not clear, the government will encourage use of the "System to Eliminate Regulatory Grey Zones" for conforming the scope of such laws in advance, thereby supporting the sound development of the share business market. (Daily Automotive News, Oct. 6 issue)





For smooth recycling of vehicles damaged by disasters (photos: Vehicles damaged by the Great East Japan Earthquake)

Government to prepare disaster-damaged vehicle recycling system

The government is to establish a system for processing vehicles damaged in large-scale disasters, such as heavy rain and earthquakes. By linking with the broad-region plans of local bodies for disaster waste processing, the government will create a manual on public-private cooperation, after surveying detailed cases of response measures taken in the past, such as related to the Great East Japan Earthquake. It will also compile estimates of damaged vehicles by a possible massive Nankai Trough Earthquake. Amid the frequent occurrence of disasters, the government aims to prepare for disasters in normal times.

The Great East Japan Earthquake damaged more than 300,000 vehicles, of which about 70,000 were recycled. The Kumamoto Earthquake resulted in 1.95 million tons of disaster waste, for which local governments were forced to build temporary storage yards and a processing system. This April, the Ministry of the Environment and the Ministry of Economy, Trade and Industry informed prefectural and city governments of the procedures for vehicles damaged in disasters. The procedures state that damaged vehicles should be collected and stored in central yards, after which owners will be identified using the license plates or vehicle inspection certificates so that processing can take place. If an owner cannot be identified, the local government, instead, will handle the processing and appropriately record such. To ensure the safety, damaged vehicles should be stacked, if necessary, to a maximum height of 4.5 meters.

The government, with an eye toward extremely severe disasters, such as a possible massive Nankai Trough Earthquake or an earthquake directly below Tokyo, intends to build a system even in normal times in preparation for a disaster, so that a large number of damaged vehicles could be

smoothly processed.

The government is currently asking local governments to create "Guidelines for Disaster Waste Control" and is providing subsidies for on map exercises. It is planning to incorporate automobile recycling into such an existing subsidy system. As for processing "damaged vehicles with unknown numbers," the government plans to arrange a fund from the "Special Recycling Deposit". Around 500 million yen will be used in normal times, while around 2 billion yen will be set aside for post-disaster use.

More than 1 million vehicles likely to be damaged by earthquake directly below Tokyo or Nankai Trough earthquake

According to MOE, more than 300,000 vehicles were damaged by the Great East Japan Earthquake. The figure was a result of deducting the volume of vehicles found in temporary storage yards from that of the assumed number of vehicles damaged by the ensuing tsunami in Iwate, Miyagi and Fukushima prefectures. Of the 300,000, only 70,000 units were recycled. It is assumed that the remaining vehicles were swept out to sea. Recyclers did their best to process damaged vehicles immediately after the disaster hit, and the work ended about 15 months after the disaster.

However, it is estimated that at least 1 million vehicles would be damaged by an earthquake directly below Tokyo or Nankai Trough Earthquake. To make matters worse, fore or bad weather could leave many vehicles without a trace of their. Preparations in normal times are needed for the smooth processing of disaster-damaged vehicles. Such processing includes identifying the owners, providing temporary storage and the recycling of next-generation vehicles, such as electric vehicles. (*Daily Automotive News, Oct. 6 issue*)

METI introduces new approval rule for high-pressure hydrogen gas stations

In order to speed up the use of new parts for high-pressure gas facilities such as hydrogen stations, the Ministry of Economy, Trade and Industry began to use a "fast-track approval system". The new rule is expected to shorten the amount of time required from parts evaluation to actual usage by around six months.

Facilities using high temperatures or high pressure are required to use specified materials and parts with specified performance levels under the High Pressure Gas Safety Act. The government also provides standard examples. Local governments, which examine the safety of such parts, decide whether to approve a part or not, based on the standard examples.

CO₂ Reduction Effect

(based on Super-Line System)

The use of Reuse Parts saved
3,341 tons of CO₂ emissions
in September 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.

However, parts made using new technologies or new materials, are required to undergo evaluation by the High Pressure Gas Safety Institute of Japan, a process that used to take two and a half years to produce in standard examples.

From now, the new parts, without approval of national standards, will be approved if it they pass the safety institute's evaluation. Moreover, evaluation results are to be disclosed to the public, thereby assising other businesses' efforts for obtaining approval. The institute also will accept group applications from multiple companies, which were previously not allowed.

The normal pressure used by hydrogen gas station is 82 mega-pascals (MPa), while the temperature of stored hydrogen gas reaches 180 degrees Celsius. Because hydrogen has properties that degrade metals, a certain level of safety is required. On the other hand, in order to lower the cost of hydrogen stations, new technologies and materials are necessary. The ministry is continuing to review the approval system while maintaining safety. (*Daily Automotive News, Oct. 5 issue*)



New rule for lowering the cost of hydrogen station (photo: Hydrogen gas tanks)

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