



JARA NEWS

JAPAN AUTOMOBILE RECYCLE NETWORK NEWS

Vol. 74 APRIL 2014 <http://www.jara.co.jp>

Published by JARA Corporation
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SPN and EcoLine merge on April 1



tors, including seven from SPN Co. and three from EcoLine parent Toyota Tsusho Corporation. Among them, eight will be part-time directors. At 186 companies, JARA will represent the industry's largest network, and, through cooperation with Toyota Tsusho, it aims to actively promote its business on globally.

A signing ceremony took place before the news conference. Attending SPN executives were Chairman Goro Domon, President Kitajima and Director Hiroyuki Kurihara. The EcoLine side was represented by Toyota Tsusho Executive Director Takumi Shirai, Recycling Business Promotion Division Chief Kazutaka Kitazume and EcoLine Co. President Katsunori Imahara. Chairman Domon and Executive Director Shirai signed and sealed the merger contract.

The new company will be capitalized at 108.5 million yen, invested 58 percent by SPN and 42 percent by Toyota Tsusho. JARA will have five locations, with its headquarters located in the current head office of SPN and branches in Nagoya, Nagahama (Shiga Prefecture), and Toyohashi (Aichi Prefecture), and an office in Okinawa. Its initial employees will number 33. Annual sales (based on a combination of the sales of the current two companies) will reach 5.3 billion yen. The April 1 merger date has been moved up from the initially planned May 1.

With SPN and EcoLine having already

formed a tie-up governing their recycled parts trade systems seven years ago, each are likely to maintain their current business structures even after the merger rather than rush to harmonize them. Also, member companies of each will remain so until gradually integrated.

Although the acronym JARA mirrors the "JARA" of the non-profit organ Japan Automobile Recyclers Association (JARA), "We decided intentionally to use the same name as the (world-renown) NPO because we want to form an organization that tackles challenges in the field of end-of-life-vehicles on a global scale," said Kitajima, who added that the NPO JARA was quick to give its consent.

The new JARA's logo has been done in a dandelion motif with reuse parts done in green representing the flower's floss that will eventually blossom into new flowers.

Said SPN Chairman Domon, "Such talks had taken place a few years ago but the situation at the time meant that they were premature. I truly appreciate the fact that what was long awaited as finally come to fruition." Toyota Tsusho Executive Director Shirai said, "It is our pleasure to be able to join with SPN, as we have long been seeking an excellent trader of recycled parts. For two years, Toyota Tsusho had been considering a comprehensive automobile recycling business and SPN has offered the cooperation for which we have been waiting"

The executive team of the new company is as described below.

Chairman and director: Goro Domon (part-time) / representative director and president: Sosho Kitajima; executive directors: Takayuki Moriya (part-time) and Tetsuya Imai (part-time); managing director: Yoichi Tabuchi (EcoLine); directors (part-time): Hiroyuki Kurihara, Hideki Kondo, Kazutaka Kitazume, and Kazuhiro

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New company named JARA

SPN's Kitajima to fill top position

Taking business global with Toyota Tsusho

On March 14, major recycled parts companies SPN Co. and EcoLine Co. held a news conference in Tokyo to provide an overview of the new company to result from the merger as of April 1. The new company will be called the Japan Automobile Recyclers Alliance (or "JARA") and current SPN President Sosho Kitajima will assume the post of president. The new company will be led by 10 direc-

SPN and EcoLine

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Watanabe; and auditors: Jiro Kamoshita, Gouichi Hida and Satoshi Suzuki.

Following are answers to key questions at the news conference.

What are the mutual benefits of the merger?

Kitazume: “There is a limit to how big a flower can be made to bloom in the recycled parts field, when looking at the ability of only Toyota Tsusho and EcoLine. I keenly felt the need for both scale and networks. In the new company, rather than forcing our own views, what is important is making our business big.”

Domon: “The name “Toyota Tsusho” or even just “Toyota” will have a positive effect on our future.”

To what kind of large flowers will Toyota Tsusho give bloom?

Kitazume: “The recycling of ELVs in Japan and Europe has reached a state of refinement. But in emerging markets, recycling will become a social problem. Our mission is to provide a solution. Therefore, we will emerge ourselves into a domain in which specialists in recycled and reuse parts operate.

Why did you choose the name of JARA?

Kitajima: “JARA is a powerful and suitable name for the new company because of our intent to go global.

Shirai: “In consideration of worldwide activities taken by the renowned (NPO) association JARA, we simply appreciate the

fact that the association gave us permission to use it.”

Imai named new chairman of SPN Club

SPN Group held its 9th General Meeting on March 14 in Tokyo and adopted activity plans for fiscal 2014. Personnel changes in executive members were also approved. Chairman Hiroyuki Kurihara, president of Showa Metal Co. resigned and was succeeded by Yuji Imai, president of Imai Cars Co..

Under the two pillars, “Strengthening the SPN Group,” and “Expanding Sales of Used Parts,” the group’s activity plans were adopted unanimously. Other planned items include increasing membership, raising the level of member firms, strengthening edu-



cational training, conducting proactive block-based activities, improving quality, expanding dealing with other groups, actively promoting transport-cost reduction, etc.

At the beginning of the general meeting, newly appointed Chairman Imai delivered the following message: “Much support was given to us after the Great East Japan Earthquake. Since then, our company’s operations have recovered, and today we can see normal operations. We now want to repay people’s kindness. We will make our best effort to help the SPN Group go forward further.”

After the speech, activity plans were presented by the Educational Department, Quality Control Department and Block Department of the group. Also, excellent factories in fiscal 2013 were awarded.

SPN Group executive members are as follows: chairman: Yuji Imai, president of Imai Cars Co.; vice chairman: Hiroyuki Kurihara, president of Showa Metal Co.; Toshihiro Chikamatsu, president of Chikamatsu Shoukai Co.; secretary general: Tetsu Saito, president of Mie Parts Sales Co.; block leader: Junichiro Kawashima, president of Kawashima Shoukai Co.; educational department chief: Yusuke Iwama, president of Iwama Works Co.; quality control department chief: Hiroki Watanabe, director of Carec Co., Sosho Kitajima, president of SPN Co.; auditor: Goro Domon, president of Daikou Trading Co.; advisor: Tadashi Yatsuzuka, president of Yatsuzuka Co., Gouichi Hida, executive director of Hida Tec Co.

REPORTS ON EXISTING STANDARDS PRESENTED

METI hosts study meeting for standardization of recycled parts

The Ministry of Economy, Trade and Industry (METI) hosted the second convening of a study meeting following on establishing standards for recycled auto parts, with the first gathering having taken place in January. Discussed were existing standards and product liability issues concerning reuse and rebuilt parts.

The study meeting is designed to estab-

lish easy-to-understand standards for consumers, thereby promoting recycled auto parts to the general public. Knowledgeable persons, industry leaders and representatives of consumer groups take part as regular members, while observers from carmakers and parts suppliers also attend.

At the second gathering, case reports were presented by the Japan Automotive Parts Recyclers Association (JAPRA), the NGP Japan Automobile Recyclers Association, and Kaiho Sangyo Co. JAPRA explained its common quality-assurance standards among 12 recycler groups. NGP explained its own guarantee criteria, while Kaiho Sangyo explained its PAS standards issued last autumn.

After the presentations, talks turned to who has responsibility for reuse and rebuilt parts. Genuine parts manufacturers reuse parts companies and rebuilt parts companies gave their perspectives, and various comments arose. In the end, meeting members confirmed that the producers of reuse parts and rebuilt parts are responsible for

such parts, in line with Japan’s product liability law.

Meanwhile, in discussions about the scope of reuse and rebuilt parts subject to standards, three points were newly added to the existing “quality confirmation”. They were 1) provision of appropriate information on reuse and rebuilt parts, 2) making sure of the safety of automobiles that use reuse and rebuilt parts, and 3) protection of intellectual property.

“Provision of appropriate information” was added so that consumers will be able to choose reuse and rebuilt parts based on knowledge of vehicle history and quality confirmation. “Making sure of the safety” was added to cover parts involved in recalls. “Protection of intellectual property” was added to strengthen measures to prevent the circulation of imitation parts among reuse and rebuilt parts.

METI plans to hold five sessions of the study meeting to set the direction for the establishment of standards for recycled parts.

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