



Cargo Facilities

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Facility Expansion Program

Since 1978 when Narita International Airport opened, the volume of air cargo has accelerated sharply. Narita's was ranked first by the ICAO for international cargo traffic for ten successive years between 1986 and 1995. In 1996 it was relegated to second position by Hong Kong's Kai Tak Airport and remained there until 2001. In fiscal 2003, Narita International Airport handled 2.15 million tonnes of cargo, a record figure for any single year since the airport opened. This was largely due to the additional slots made available by the opening of the parallel runway but increased trade with the expanding economies in Asia and China in particular as well as the shift from sea to air transport with the blockade at port facilities on the US West Coast in autumn 2002 were also contributing factors.

With the dramatic growth in air cargo at Narita Airport since the latter half of the 1980s, space in the airport's cargo facilities was in short supply and traffic congestions worsened with the growing number of trucks entering the cargo area. To alleviate this problem, NAA provided more space for cargo with extensions to the Common Import Warehouse and the construction of Cargo Building No. 5, erected roofs over warehouse truck docks to speed up loading and unloading work during inclement weather, constructed a multi-story car park for commercial vehicles and has been working on a range of projects to expand and improve the airport's cargo facilities. A truck waiting area with a vehicle paging system was also constructed adjacent to the cargo area to ease traffic congestion. Under a cargo area development plan, NAA opened a new cargo administration building in October 2000, a new warehouse in the airport's maintenance area in April

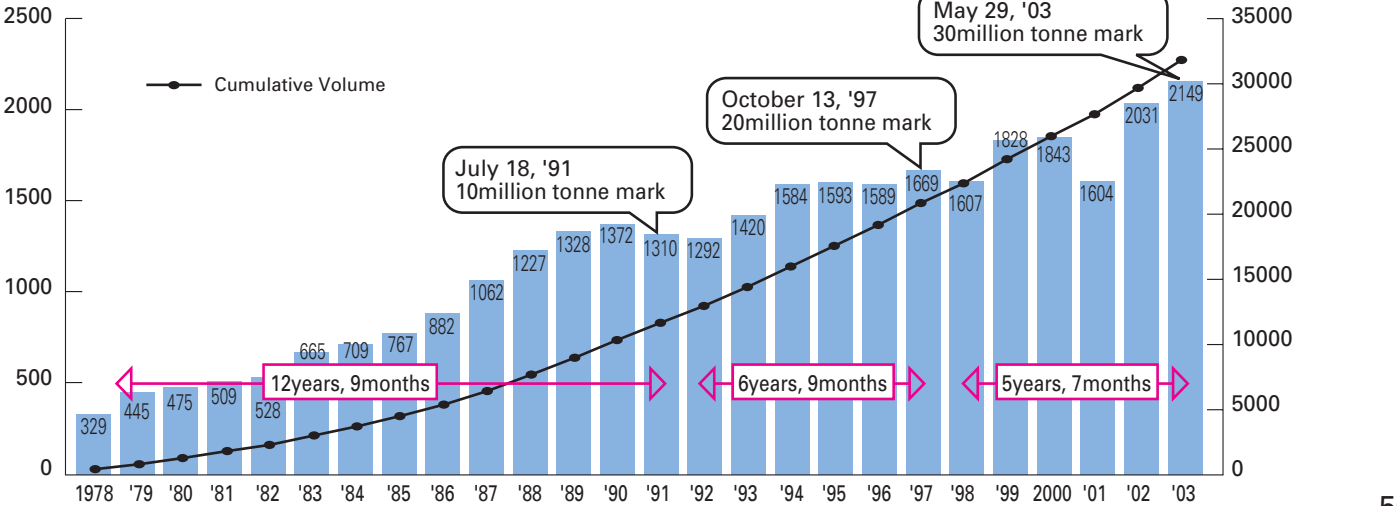
2001, extensions to Cargo Building No. 5 in October 2001, Cargo Building No. 6 in June 2002, a new warehouse in the Tennami area in April 2003, Southern Cargo Building Nos. 1 & 2 in July 2003, Southern Government Administration Building No. 1 in June 2004 and Southern Cargo Building Nos. 3 & 4 in July 2004. Southern Cargo Building Nos. 5 & 6 will be opened in spring 2005.

Currently, Narita Airport's cargo facilities occupy an area of 533,200m² and offer a total floor space of 277,800m². In recent years, there has been a sharp increase in cargo facilities outside the airport operated by major forwarding companies as bonded holding areas. The Airport South Industrial Park in Shibayama has now become a logistics center for forwarders and the number of cargo facilities in and around the airport appears set to grow even further.

Narita International Logistics Complex

The Narita International Logistics Complex has been devised and promoted by the Chiba prefectural government's Public Enterprise Agency. It comprises an air cargo terminal and occupies an area of 780,000m², including a 240,000m² triangular area in Tennami, adjacent to the airport. The triangular section of land adjoining the airport is conveniently located for developing cargo facilities. In March 2004, NAA acquired a 100,000m² section of this area with land development already complete from the Public Enterprises Agency and is looking to obtain the remaining 140,000m² section too. The Chiba government's application for a special airport zone for structural reform was approved by the Japanese government on 21 April 2003. Special zones for structural reform benefit from deregulation in approved areas and

Air Cargo Traffic at Narita Airport
(thousand tonnes)



the government's approval included 57 items. Three cities, including Narita, 9 towns and 1 village were approved with the objective of developing the area around the airport into an international logistics center. The industrial parks under the control of the Public Enterprise Agency include the Airport South Industrial Park in Shibayama and the Yokoshiba Industrial Park in Yokoshiba.

Special zone approval means that after-hours Customs call-out fees are halved and that, unlike under normal circumstances where bonded area management companies must have a 3% contribution to their capital by a regional government body, special zones allow bonded areas to be established and operated by private enterprise alone. These measures are expected to stimulate trade activity.

Forwarder Facilities around the Airport

In the last few years, a steady stream of major forwarding houses have built cargo facilities around the airport. As of September 2003, 25 companies have erected warehouses in 28 locations within a 5-kilometer radius of the airport to serve as off-airport bonded storage areas. Collectively, they provide a total floor space of 260,000m². This is almost the same size as the 265,900m² of on-airport floor space and provides welcome relief from the congestion in the airport. Several more facilities are also in the pipeline and will provide even more space.

By concentrating their locations in one area, in particular the Airport South Industrial Park in Shibayama approximately 1 kilometer south of the airport, the forwarders have now formed a logistics park. A major US property company recently constructed a 50,000m² facility, which was partially opened on 29 September 2003. The development of facilities around the airport is expected to continue to increase.

One of the main reasons for the increasing number of facilities around the airport is the abolition of the cargo classification system for Customs clearance. Since 1978 when the airport opened, cargo was Customs cleared at Baraki. Urgent cargo such as perishable foodstuff and medical supplies was cleared at Narita and the remainder went to Baraki, which was the airport's back up facility. This system was abolished in 1996, allowing the freedom to choose where cargo was cleared. This led to a dramatic increase in clearances at the airport and a shift by forwarders from Baraki to the area around the airport. The Baraki facility was finally closed at the end of September 2003.

To allow Narita International Airport to continue to serve as the nation's largest international logistics center, NAA is continuing to work towards the completion of Runway B to its originally planned 2,500 meters as soon as possible and to working together with local government and private enterprise to continue with local development.

Facility	Site (m ²)	Floor Space (m ²)	Warehouse Area (m ²)	Commissioning Date	Main Function	
1	Cargo Bldg. No. 1	30,400	20,400	15,900	May, 1978	Exports
2	Cargo Bldg. No. 2	9,000	5,000	3,600	May, 1978	Exports, Forwarders
3	Cargo Bldg. No. 3	31,400	16,100	12,900	Nov, 1984	Exports
4	Cargo Bldg. No. 4	74,200	59,500	43,400	Apr, 1996	Imports/Exports
5	Cargo Bldg. No. 5	44,600	23,800	18,500	Feb, 1994	Exports
6	Cargo Bldg. No. 6	6,900	2,900	2,900	Jun, 2002	Imports
7	JAL Cargo Bldg.	54,600	51,500	40,300	May, 1978	Imports/Exports
8	Common Import Warehouse	20,600	25,900	15,600	May, 1978	Imports, Agency Offices
9	Maintenance Area Cargo Warehouse	40,400	10,400	9,700	Apr, 2001	Exports
10	Tennami Area Cargo Warehouse	17,900	6,000	5,600	Apr, 2003	Imports/Exports
11	Southern Cargo Bldg. Nos. 1 & 2	75,000	10,600	10,000	Jul, 2003	Imports/Exports
12	Southern Cargo Bldg. Nos. 3 & 4	46,600	11,200	10,000	Jul, 2004	Imports
13	Cargo Agent Bldg. No. 1	11,400	13,800	3,700	May, 1978	Exports, Forwarders, Agency Offices
14	Cargo Agent Bldg. No. 2	3,000	5,800	-	Apr, 1989	Agency Offices
15	Cargo Administration Bldg.	1,800	12,500	-	Oct, 2000	Agency Offices
16	Fumigation Facilities	-	400	-	Sep, 1987	
17	Bonded Goods Customs Clearance Bldg.	1,900	1,300	800	May, 1978	
		469,700	277,100	192,900		

LOGISTICS CENTERS AROUND NARITA AIRPORT

