

## Internship report of on-the-job training in Nippon Koei

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### 1. Introduction

During my internship at Nippon Koei (NK) Company, Japanese company engaged in consulting construction business, I received on-the-job training at NK Tokyo office during 2 –13August in 2010 (see Figure 1). In the Tokyo office, I worked as an intern at inPorts/Airports Group, Urban Development Department, Infrastructure Development Division, Overseas Construction Administration of NK. Therefore, this report briefly mentions that my experience and outcome of on-the-job training.

Table 1: internship schedule

|                                      |   |  |
|--------------------------------------|---|--|
| Mon. 2 <sup>nd</sup> of August, 2010 | Guidance                                | 1. I corrected and changed texts, figures, and tables for making a draft of ASEAN Strategic transport Plan (ASTP). |
| Tue. 3 <sup>rd</sup>                 | Welcome party                           |  |
| Wed. 4 <sup>th</sup>                 | Holiday                                 |  |
| Thu. 5 <sup>th</sup>                 |   | 2. I participated in a coordination meeting on ASTP.   |
| Fri. 6 <sup>th</sup>                 |   |  |
| Sat. 7 <sup>th</sup>                 |   | 3. I interviewed professionals in NK company who work in various sectors to see what each sector are doing.        |
| Sun. 8 <sup>th</sup>                 | Holiday                                 |  |
| Mon. 9 <sup>th</sup>                 |   |  |
| Tue. 10 <sup>th</sup>                |   | 3. I interviewed professionals in NK company who work in various sectors to see what each sector are doing.        |
| Wed. 11 <sup>th</sup>                | Holiday                                 |  |
| Thu. 12 <sup>th</sup>                |   | 3. I interviewed professionals in NK company who work in various sectors to see what each sector are doing.        |
| Fri. 13 <sup>th</sup>                | Farewell party, internship final report |  |

### 2. Objectives of the internship

After graduation I would like to work in a consulting company. Therefore, I wanted to get familiar with the work of consultants. My objectives for the internship are to: (i) gain comprehensive knowledge on how overseas projects are processed, planned and managed; (ii) understand the working environment in NK; and (iii) interact with some professionals working in various sectors and know more about their work.

### 3. Introduction to Nippon Koei

NK is a consulting company which undertakes a lot of projects and supervises civil construction work in Japan and overseas countries.

Figure 1 shows a flow chart of typical construction project which NK deals with. First of all, after winning and/or receiving works from employer, NK makes a consultancy contract with the employer. NK provides technical services to the employer and conducts studies to prepare project plan, design and specification. Additionally, NK supervises contractors employed by the client. As project consultant NK job is to ensure contractors carry out the construction work or supply equipments and materials based on the project specifications and contract. Finally, citizens receive benefit for the project.

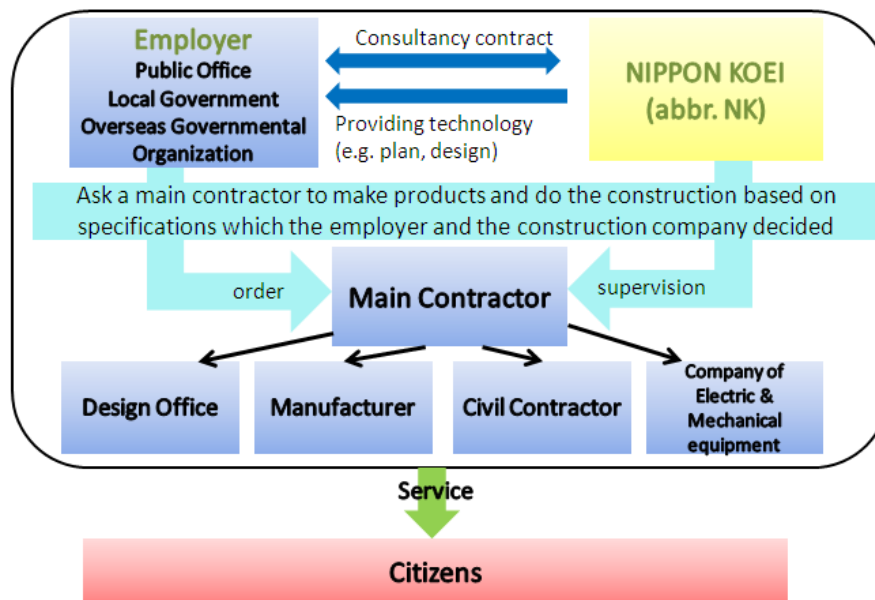


Figure 1. Flow chart of typical construction project

### 4. Activities

During the internship NK provided me with opportunities to be involved in the following things:

- (i) ASEAN Strategic Transport Plan (ASTP) 2011-2015
- (ii) Participate in a coordination meeting
- (iii) Interview professionals in NK.

Three things above are described as follows.

#### 4.1 ASTP 2011-2015

Figure 2 shows a structure of the ASTP. ASTP was being developed based on the vision, objective and sectoral goals earlier defined by the ASEAN leaders. The transportation field is divided into four groups: (i) road; (ii) air; (iii) maritime transport and (iv) transportation facilitation. In order to achieve each specific goal in each transportation field, specific actions are being defined. Some objectives of ASTP are to identify strategic actions to support the establishment of ASEAN Economic Community (AEC) by 2015, while others are to identify long-term vision of ASEAN transport cooperation beyond 2015.

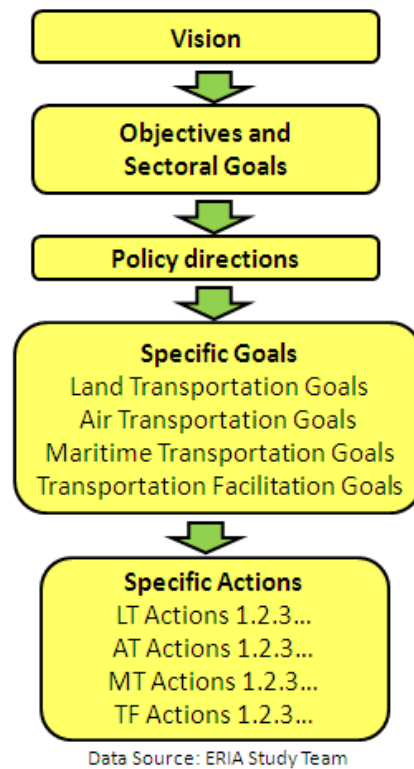


Figure 2. Structure of ASTP

My supervisor Mr. Shuichi Kudo asked me to correct texts, figures, and tables on the draft of ASTP. However, I couldn't understand why the correction was necessary in some cases. Therefore, I strongly thought that more knowledge was required to understand why I needed to make correction.

## **4.2 Coordination meeting on ASTP**

My supervisor gave me an opportunity to participate in a coordination meeting on ASTP on 7 August. The participants in the meeting were divided into three teams: (i) consultant teams from NK, (ii) academic consultants from universities in Asia and (iii) a project coordinator from Economic Research Institute for ASEAN and East Asia (ERIA). In the meeting, they discussed with each other to improve the draft of ASTP. During and after the meeting ERIA asked the NK consultant team to make some changes in the draft.

Through the meeting I thought that it was important to understand a vision which had already been decided in an upper level plan before making a new big plan. During the meeting I saw the project coordinator from ERIA ask consultants of NK to modify some parts of the plan. It's because those parts did not follow the vision previously shown in the upper level plan. They inadvertently overlooked the correspondence between the vision in the upper level plan and several parts of ASTP. Finally, I learnt it was necessary to understand the meaning of upper plan until making the following plan.

## **4.3 Interview professionals in NK**

I interviewed professionals in several sectors in NK about work in their sectors and their own experience. According to an expert, NK makes a contract with not only public sector agencies but also private sector companies. Since NK expects that private sector companies do more infrastructure projects in overseas countries, NK focuses on services to them and sponsors, contractors. Figure 3 shows NK's service domain when a project owner is a private company. In the figure, each green colored area means role of NK. When a sponsor invests in the owner, NK advises it in terms of technology. Additionally, NK works as a consultant for the owner and contractors.

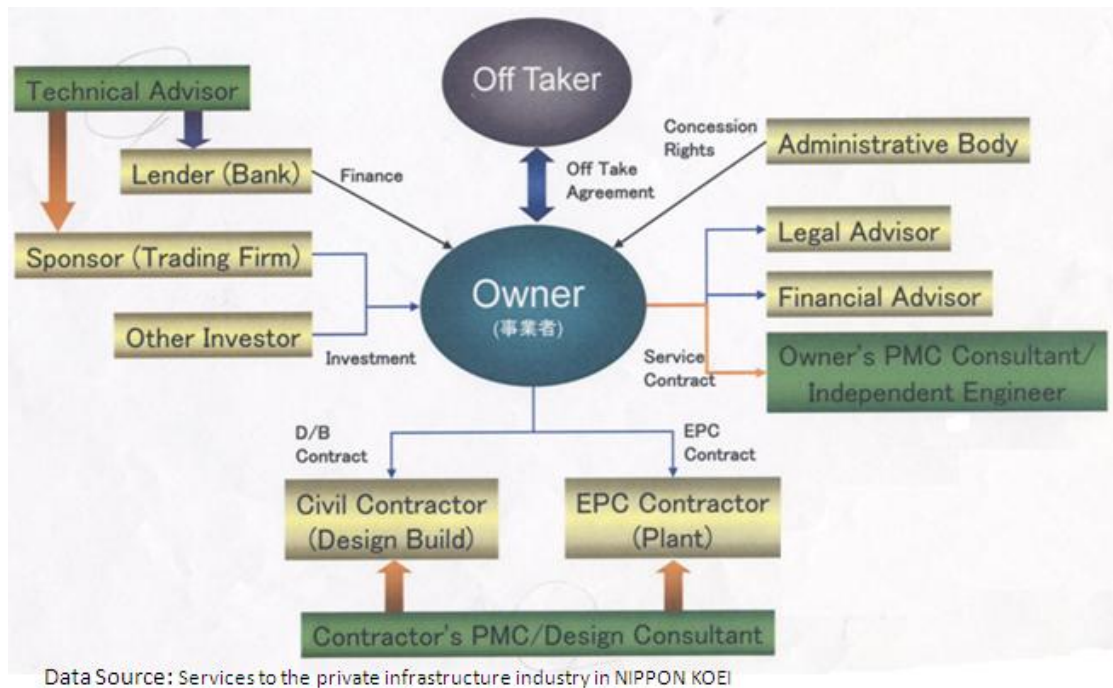


Figure 3. NK's service domain

## 5. Lessons from the internship

First of all, I thought that consulting is a difficult work that requires much experience, wide and deep knowledge. It's because I couldn't make any comments while attending a meeting.

In addition, I was surprised that each professional has different background. My supervisor has joined NK after he had worked as the Japan Overseas Cooperation Volunteer (JOCV). Another professional has worked in NK since he quitted a construction company. Still now, he joined the same project which he was involved with when he worked in the construction company.

Finally, the internship led me to conclude that I must acquire more knowledge and skills to understand transportation field through daily study and my research at graduate school.