

OCEAN BREEZE

News About The Wide World of "K" LINE

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We Take the Helm Towards Cruising-Speed Management

To all Colleagues throughout “K” Line and our Group Companies, Happy New Year to each and every one of you!

In addressing you at the beginning of 2009, I'd like you to be continuously aware that in April 2008 we moved on to “K” LINE Vision 100, our midterm management plan whose main theme is “Synergy for All and Sustainable Growth” with the aim of guiding us toward the 100th Anniversary of “K” Line’s foundation, just 10 years ahead from now.

During the 1st half of Fiscal 2008, our profit attained an all-time historic high attributable to the favorable level of bulk markets that we never previously experienced, although dry bulk markets plummeted steeply during the 2nd half as a result of the global economy slowing down rapidly under influence of the financial crisis originating from the subprime issue in the U.S. In expectation that our business circumstances will become extremely severe and more challenging, at the time we announced our financial status for the 1st half, we therefore modified our prospects downward for consolidated business achievements during Fiscal 2008 on a yearly basis: Operating Revenues ¥1,380 billion, Ordinary Income ¥105 billion and Net Profit ¥71 billion.

Fortunately, bunker price has recently reversed and begun taking a fall, staying rather lower, but foreign exchange markets show Yen tends to be appreciated with demand for car transport that had continued to be strong and favorable dropping due to the turndown of the global economy centering on the U.S. and Europe. In terms of containership cargo movements, the North America service shows minus growth and European service has begun to level off from last year’s two-digit increase, each of which will be difficult to recover within this year. Each and every containership oper-

ator is taking positive efforts toward a decrease in sailings and slowdown in navigational speed to counter the disproportionate imbalance in supply and demand with a view to the rapidly worsening/widening gap caused by recent completion of new large containerships one after another. For easier understanding, the present business circumstances can be compared to a voyage in which a tail-wind suddenly changes into a head-wind all at once.

Being very difficult to predict exactly when this devastating turmoil of the global economy arising from the prevailing financial crisis will be normalized, we have no alternative other than to resolutely take various countermeasures right now against the economic downturn based on the current understanding that the present adverse business circumstances are likely to last for a few years to come.

In the face of the global economy slowing down at a fast speed, the “K” Line Group has decisively taken the helm to slow down to a cruising speed in promoting the midterm management plan. Nevertheless, we will be re-steering “the Ship of the “K” Line Group” to the navigational route where she should go; in short, return to the original route once we have prevailed against this huge storm.

Since brakes are being quickly applied on the global economy, the Group is no longer able to keep the accelerator down as we have done in the past. Therefore, I have set up an Emergency Task Force under my command with Vice President E. Suzuki as Assistant Chief. We have mapped out a concrete plan for drastic reduction in investments effective up to 2011; by this token we are going to control investments to a level whereby financial indices wouldn’t be hurt even if business achievement continues to somewhat worsen for a few years to come. We are going to project a 3-year financial plan in full consideration of every concrete countermeasure available at the time of compiling our budgetary plan for Fiscal 2009.

In the next process, we will effectively curtail and thoroughly manage all costs. In particular, an urgent assignment

is to stop the present bleeding within the Containership Sector, earnings and expenses of which are worsening very rapidly. Without the earliest possible business/financial recovery of this sector, our entire business and financial management would become unstable since it is the main business sector for us. I urge people concerned with this sector to give serious attention to map out a recovery course as immediately as possible on the basis of a thorough analysis into the existing situation and address every possible improvement free from any precedents.

As a matter of fact, we have never allowed ourselves to rest on our successful achievements under the favorable business circumstances during the past few years, and at this time, I strongly request you to brace yourselves. I request every sector and every group company to cautiously carry out a complete review/inspection in order to confirm that our cost management is being carried out in a strict manner and that we are not overlooking any opportunity for profit. I call on each of you to fulfill your roles and assignments in a diligent and steady manner (Kotsu-Kotsu in Japanese).

I understand that the slowdown of the global economy casts a long shadow on all our Group companies at home and abroad in one way or another. Therefore, I ask you to take every adequate countermeasure with due consideration to the respective business circumstances you are under.

As we have consistently prevailed against numerous past hardships, I do take a rather optimistic view that we have already been equipped with appropriate financial power and adaptability that will allow us to shift with flexibility to whatever responsive and holding-out structure is required to meet and withstand present circumstantial changes. With a view to this, I firmly believe that to cope and overcome this tough situation will not be all that hard thanks to the strong will and acting power of all our Group companies and their staff. In Tokyo Head Office we have launched a BPI (Business Process Improvement) campaign in which all management and employees participate in an effort for entirely improving/restructuring working practices. It is aimed at brightening and invigorating our workplace; each and every one of us should clarify our own roles/goals and feel happy and proud to work them out. I have a strong and eager intention to elevate all-group-based productivity to a substantial extent. This BPI campaign will be extended to our overseas subsidiaries and Group companies so that we can build an enterprise that will be the most prominently competitive in the shipping industry. On this understand-

ing, I request you to positively take part in the campaign and display just how strong your acting power is.

The fleet size of the Group already exceeds 500 vessels, but which we are planning to expand to 600 vessels towards end of 2010. This fleet expansion plan would raise the risk of encountering accidents or dangers. Since safety in navigation and cargo operation is a shipping company's lifeline, we must make every endeavor to seek a solution to it with maximum exertion and attention regardless of at sea or onshore. The nucleus of endeavors for safety in navigation and cargo operation lies with practicing each of the fundamentals diligently and solidly. On this principle, we must comply with the fundamentals on the frontline, we must not attempt to do the impossible nor let others do it, and we must provide information and support from onshore as much as possible so that people on the frontline can make appropriate judgment in whatever situation. Damage incurred by accidents and dangers may be compensated with money, but we must keep in mind that once we have lost confidence from customers that has been instilled through our long and ceaseless efforts for safety in navigation and cargo operation, it will take a long period of time to recover it.

Almost every topic we've recently heard sounds bleak and dark. The financial crisis and devastating turndown of the global economy are giving a dire impact upon each and every business regardless of industrial sector.

It can be said that those who successfully persevere amidst such difficulties are given an opportunity for a subsequent huge leap. Let's interpret this to mean that the difficulties facing us can also bring us great opportunities. I firmly believe that the "K" Line Group is a treasure house replete with excellent human resources who are able to develop business in a favorable wind and simultaneously display their wisdom and potential power in adversity. Let's exert all our strength to challenge and prove the above by all means in 2009 when we are being put in the midst of economic crisis.

In conclusion, I pray heartily that all management and employees of our "K" Line Group on sea and shore, at home and abroad, together with their families may be blessed with Good Health, Abundant Happiness and Increased Prosperity in this New Year 2009.

Hiroyuki Maekawa
President & CEO

Official press release was made on November 26, 2008, which was titled “Delivery of 154,800m³ LNG Carrier “TANGGUH FOJA” for TANGGUH Production Sharing Contractors.” This time, Ocean Breeze focuses on how the naming ceremony was performed so that you may feel closer to the three ships.

Naming Ceremony Takes Place for Newly-Built LNG Carriers Dedicated to the Tangguh Project, Indonesia

We would like to brief you upon the naming ceremony that took place on October 9, 2008 for 3 newly-built LNG carriers for which we are in charge.

The new LNG carriers are named “Tangguh Foja”, “Tangguh Jaya” and “Tangguh Palung”. They are sister ships that are equipped with membrane tanks having a loading capacity of 154,800 cubic meters each.

Under the supervision of our Site Team, they are being constructed at Samsung Heavy Industries, South Korea.

Each of them is installed with a *DFDE engine, a sophisticated propulsion system, attracting people’s attention as a brand-new or new-generation LNG carrier.

*DFDE engine stands for Dual Fuel Diesel Electric engine. Energy produced by burning boil-off natural gas during a voyage and gas oil is transformed to electric energy via a generator. The electric energy sets a motor in motion for propulsion: It is a type of Diesel Engine. As compared with the traditional steam engine, it is more energy-efficient.

The above “Foja” and “Jaya” are named after the mountain in New Guinea where a liquefying base is being constructed whereas “Palung” originates from the mountain in Borneo Island where the 1st LNG base is located and also is globally famous for being inhabited by orangutans.

As “Tangguh Foja” is the first ship to be completed among the three sister carriers, the pre-naming dinner party and naming ceremony were arranged to be held on October 8 and 9, respectively.

More than 120 people participated in the pre-naming dinner party and naming ceremony. The pre-naming dinner party was held at a hotel in Busan Metropolitan City. It started with “K” LINE President Maekawa’s speech followed by congratulatory addresses given by Chairman of BPMIGAS, Raden Priyono representing the Indonesian Government and President of BP Indonesia, John C Minge on behalf of charterers. The party progressed in a friendly atmosphere all evening.

Mid way during the party, entertainment was provided by a Korean female band who performed a mixture of classic and modern music; their performance enchanted all the audience very much. Eventually, the pre-naming dinner party culminated in great success. It seemed that each and every one of the attendants could have an enjoyable evening at Busan with thoughts about the ships that were to be named on the following day.

On October 9, it was a quite cloudless autumn day; figuratively, it seemed to wish the three ships a bright and prosperous future.

In the best comfortable sea wind were the three sister ships named auspiciously by the three wives viz. those of Chairman of BPMIGAS, Raden Priyono and President of P.T. Meratus, Charles Merano, (“K” LINE’s partner on the Indonesian side), who marvelously performed the rope-cutting and naming ceremony before a large number of participants.

During the ceremony, President Maekawa awarded shields to the employees with Samsung Heavy Industries who contributed greatly to construction of the three ships. They received them in a very happy and most impressively proud manner.

After the ceremony, a luncheon was sponsored by Samsung where attendants could become acquainted with each other in a friendly air, particularly relaxed by the ceremony being safely and gorgeously ended.

The ships, after completions, are to be mainly dedicated to the transport of LNG from Tangguh with an LNG base to Mexico (Costa Azul) and South Korea.

“K” Line Ship Management Co., Ltd. is going to take charge of ship management for the three carriers.

Bon voyage!

Many thanks for all your cooperation and assistance.

“K” LINE/PIL to Restructure “Asia to South Africa Service”

“K” LINE and Pacific International Lines (Pte) Ltd (PIL) on December 10, 2008 announced their joint weekly service from Asia to South Africa is going to start from early March 2009.

Their current joint service with MISC Berhad (MISC) is to be dissolved at the same time.

This weekly service will then be restructured with 7 vessels of 3300 -3800 TEU capacity, of which five (5) vessels will be deployed by “K” LINE and two (2) vessels by PIL.

Both “K” LINE and PIL are committed to providing excellent service

to meet the shipping needs of their customers with seven (7) compatible vessels dedicated to serve South Africa, and with good connectivity throughout Asia.

Port rotation will be as follows:

Shanghai - Ningbo - Kaohsiung - Shekou - Hong Kong - Singapore - Port Kelang - Durban - Cape Town - Port Kelang - Singapore - Hong Kong - Shanghai

Kawasaki Chile (KCL) & Kawasaki Peru (KPSA) Celebrate New Office and New Documentation Company

Contributed by Mr. Herbert Trehwela R., Administration & General Affairs, Kawasaki Chile Ltda.

On 2nd of Dec. an inauguration ceremony was held at the new office of Kawasaki Chile Ltda. in Santiago, Chile attended by all staff plus visitors including Mr. Toshio Suzuki, President of KAM; Mr. Kenji Hatakeyama, Chairman of KBR; and executives from Kawasaki Del Peru S. A.

Kawasaki Chile Ltda. (KCL) founded in 1972 used to be in downtown area in Santiago for many years, while our clients have been removing their offices into new business districts, and other shipping companies as well in the late 1990's until recently. Therefore, we felt a necessity to relocate mainly for customers' point of view as well as further expansion of "K" LINE business in Chile by taking advantage of this new location.

Kawasaki Peru S. A. (KPSA) founded in the same year 1972 has just set up a new documentation company, "K" Line Docenter

S. A. in Lima, Peru to play a major role in its documentation assignment in Peru. There is also a future target and plan to have more functions of processing data for documentation in West Coast of South America area by interfacing with "K" LINE's current global documentation system.

Taking this occasion, we are pleased to express our sincere thanks to Suzuki-San from KAM for his kind and encouraging speech to all staff of both KCL and KPSA and Hatakeyama-San's kind attendance from San Paulo, Brazil.

All of us with KCL and KPSA sincerely hope and wish to continuously be an important part of the global "K" LINE group in South America, and through TMO Dept. and its functions for West & East Coast of South America trade, we will continuously give valuable support and exert our best efforts to promote and strengthen "K" LINE's container business.

7th Consecutive Quest for Quality Award

Contributed by Mr. Tom Kessery, KAM CHI

This year, the Quest for Quality Awards' dinner was held in Denver, Colorado on October 8th. Since 2002, "K" Line has received the Award by Logistics Management Magazine every year. In 2008, "K" Line ranked #1 in total results based upon weighted averages. The "attribute rankings" or relevant criteria used for selecting a provider were as follows;

- 1) Performance (dependable schedules and transit times)
- 2) Value (appropriate price for quality service)
- 3) Information Technology (EDI, internet, electronic commerce capability)

- 4) Customer Service (prompt and courteous service, problem solving, claim settlement)
- 5) Equipment and Operations (equipment availability and condition, safety record, low incidence of loss and damage)

The magazine annually polls its readership with a number of questions. This year, Logistics Management received 6170 responses, a greater number than in the past.

More than any other award received by "K" Line America, Inc., this one reflects the dedication and hard work of our entire organization because it measures performance across all "K" Line America, Inc. departments.

Ocean Carriers

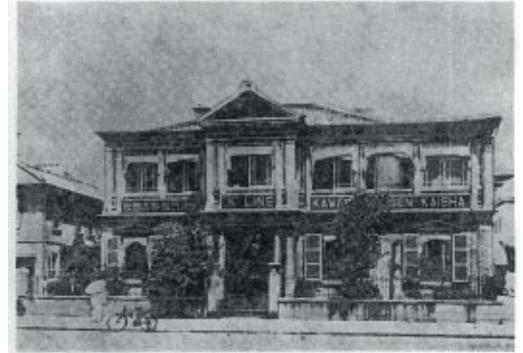
	On-time Performance	Value	Information Technology	Customer Service	Equipment & Operations	Weighted Score
"K" Line	10.83	8.58	3.98	6.98	5.24	35.61
Crowley Liner Services	10.59	8.45	4.04	6.95	5.23	35.26
Yang Ming Line	9.20	8.88	4.14	7.54	5.50	35.26
Wallenius Wilhelmsen	10.12	8.63	4.20	6.77	5.13	34.85
Zim Container Service	10.56	8.14	3.96	6.67	5.28	34.61
Hyundai Merchant Marine	10.29	8.10	4.00	6.28	5.05	33.71
OOCL	10.20	8.24	4.04	6.29	4.79	33.56
Matson Navigation	10.52	7.76	3.92	6.45	4.88	33.54
APL	10.29	7.67	4.07	6.24	5.11	33.38
NYK Line	10.30	7.88	3.93	6.23	4.90	33.23
Maersk Line	10.21	7.51	4.21	5.98	5.05	32.97
Italia Line	9.46	8.14	3.98	6.21	4.70	32.49
Hapag-Lloyd	9.70	8.05	3.80	6.13	4.81	32.48
Hanjin Shipping	10.15	8.04	3.70	5.86	4.66	32.42
MOL	9.95	7.84	3.68	6.13	4.76	32.34
AVERAGE	9.71	7.97	3.72	6.03	4.78	32.21

Why Does “K” LINE’s Foundation Day Anniversary Fall on April 8?

(Report on [“K” LINE’s 90-Year History] from
Company History Editorial Division, IR & PR Group)

It is being reported that while work has steadily been underway, we would like to keep you well abreast of every development about such editing/compiling work in process.

The 1st report is about “Origin of “K” LINE’s Foundation Day Anniversary.”



We have been looking into why Company’s Foundation Day Anniversary has been marked on April 8 every year. We have found something unexpected for all of you.

A round-table talk was held with the participation of some staff who had previously been engaged in compiling “Company” 50th Anniversary issued in April 1969 and also simultaneously in issuing “K” LINE News (a Japanese-language newsletter) of the same-time edition on the same subject.

At this meeting, a question and answer regarding the Anniversary of Foundation went as follows:

Historically, April 5 is the day of the General (Shareholders’) Meeting of Incorporation and April 10 is that of the Registry of Company’s Incorporation, neither of the days is April 8, however.

Then, where does that April 8 come from?

The guesswork-based answer given by an editing staff is that; it seems that in those days when the Company was incorporated, there was no habit of celebrating company’s incorporation. Supposedly, the present Anniversary could have been fixed right before or after the Second World War.

According to the Japanese Commercial Code when the Company was incorporated, the rule is that a company be legally incorporated once a resolution has been made at a general (shareholders’) meeting of the incorporation and that legal registration be publicly advised to a third party of the incorporation; on this basis, the day of incorporation should be April 5. In the meantime, the current Corporate Law consolidating the older Commercial Code, etc. effective May 1, 2006 rules that a day of registration be the day of incorporation (foundation) viz. April 10.

Eventually, the present April 8 is thought to have been fixed later on for celebration purposes, apart from the above April 5 or 10. It is wondered whether such thought was made; with attention to 8 of April 8, 8 is shaped 八 in Chinese character and you may recognize that shape widens toward the end (bottom); figuratively it expresses a long prosperity as time goes on and consequently it leads to something auspicious. It is appreciated if you try to make further sense of 8 with a hint that the bottom/end of 八 opens wider.

Considering all social practices concerned, our seniors are supposed to have selected April 8 that is close to the date of incorporation as an auspicious/congratulatory day.

This is Committee’s answer to the question after we have gone back over the Company’s long history.

In this connection, as some of you know, April 8 is the birthday of Buddha. For this very reason, there are some companies setting the same day as their anniversary of foundation.

Anyhow, it is quite unexpected that our Foundation Day Anniversary is presumed to have been fixed around the Second World War after a period of time had passed from the actual incorporation.

We have also learned quite a few other different habits and customs that used to be practiced in the pre-war era; we used to get a year older on New Year’s Day and therefore there was no habit of celebrating a birthday.

While making time travel to the past, we’ll bring back an increasing amount of precious memories and experience/knowledge from our past for our future.

See you again!

HONDA CARS PHILIPPINES IMPORTS NEW HONDA CITY CKD WITH “K” LINE

Last Saturday, December 6, 2008, Honda Cars Philippines Inc. (HCPI) employees Mr. Jomil Ramirez and Ms. Lesil Artista met with the author at the International Container Terminal Services Inc. (ICTSI) to observe the discharging of their import cargo from Lat Krabang to Manila on Phuket Bridge v B 201n. Their shipment totalled 56x40 and 3x20 consisting of CKD parts for the all new Honda City to be launched in the Philippines in the first quarter of 2009. Cargo volume will continue to be constant until the first quarter of next year if the response to the new City is positive here in the Philippines. This event is significant for “K” Line since it marks the initial shipment from Thailand to Manila for HCPI that we have participated in this year.

I would like to thank “K” Line Japan, KLPL TMD and K Line Thailand for their support in order for us to garner a share of this shipment. As we all know, 2009 will be a trying year since we are facing such a severe global economic slowdown, but with coordination and cooperation as shown by all parties concerned in obtaining this cargo, surely “K” Line will come out of it on top.



(from left to right) Kiel Irlanda KPH; Jomil Ramirez and Lesil Artista HCPI

Welcome Your Posting!

Thank you for your continuing patronage to Ocean Breeze and contributions to IPRT!! We are interested in the city where you live! Please feel free to send us some articles for photo gallery. We'll include them in future editions of the Ocean Breeze!

1. Write an article about the city - in about 400 words.
2. Send 8-10 photos of the city, sightseeing spots, your staff, etc....

* If possible could you send the original file without compressing them?? We need high resolution pictures. (Length 768 pixels and width 1,024 pixels) If you can't send large file via e-mail, you can send them via air-mail.

Please send us by e-mail: kljtyoiprt@jp.kline.com



“K” LINE University Tokyo Campus 2008



A seminar was opened at “K” LINE University Tokyo Campus (KLUTC) in Tokyo for four days from October 20, 2008. It was given for national staff working for “K” LINE’s overseas subsidiaries for the purpose of fostering national staff performing global business practices who are expected to principally promote “K” LINE Vision 100 in their regions, as well as elevation of consciousness and unity as a member of the “K” LINE Group.

With the same mission, the seminars have also taken place in Richmond, U.S.A. and London, U.K. Tokyo Campus has opened a seminar in October every year since 2002: this year was the 7th year and total graduates amounted to 123 persons. The 2008 seminar was attended by 26 students, the largest number from 18 countries such as U.S.A., India and Chile, etc.

The KLUTC programs used for the above seminar reflect identities/characteristics of the Head Office of the “K” LINE Group; they consist of lectures on business strategies by President Maekawa and other directors, also on environmental issues and realization of safety in navigation and cargo operation, accompanied by Q and A. Positive discussions resulted in each lecture being still more fruitful and beneficial for all the attendants. In the evening hours, the students had a meaningful opportunity for deepening friendly and helpful relationships with various Groups/Teams concerned and thereafter took a tour in the Metropolitan City. They are supposed to have had a chance to experience our real life firsthand.

On the 3rd day, they visited “K” LINE Tokyo Container Terminal and then observed it from onboard a cruise ship. On the 4th day, they were invited to a group lesson of “*Origami.”

*Origami: (from *oru* meaning “folding,” and *kami* meaning “paper”) is the ancient Japanese art of paper folding. The goal of this art is to create a representation of an object using geometric folds and crease patterns preferably without the use of gluing or cutting the paper, and using only one piece of paper. (Sourced from Wikipedia on the Internet)

An aim of this group lesson follows:

“Origami” work in group is to let the participants take note how difficult it is for people of different nations and regions to cooperate with each other and complete a common work and how difficult it can be for them to communicate and be understood in the course of the assigned work. The training is also expected to teach them that there should be a large amount of

effort before any action is taken by a group.

Divided into groups, they should master individual tasks such as folding a crane and airplane and thereafter they taught each other how to fold their assigned origami works.



Eventually, they are supposed to have attained a higher culmination and unity at the final stage than had been initially imagined. The group lesson was successfully finished in a stirring emotional atmosphere; all were heard echoing “We entrust mutual health and prosperity to the folded cranes, and development and prosperity of the “K” LINE Group to the folded airplanes.”

The seminar ended with President’s Maekawa awarding a graduation shield to each student followed by memorial pictures being taken.

In such a friendly and meaningful manner, four days passed with many memories having been marked in every mind and heart.



We firmly believe that each attendant will communicate to his colleagues in home office, etc. what was experienced at the seminar.

We strongly wish they will commonly share with other people “unity of the Group” and promote mutual friendship exchange.

Many thanks for your cooperation and support.

Ms. Shirley Wang, Manager/Accounting Dept., "K" Line (Taiwan) Ltd.

When it was announced by KTW Top Management that I would join KLU Tokyo this Oct., I was so excited that I will meet Mr. J. Yamauchi who supervised KLPLTMD over 5 years in Singapore and controlled revenue/cost for relevant agents. At that time, I was a sales manager and joined JASECO meetings many times held by Mr. Yamauchi. Besides, the seminar program was well arranged by Mr. R. Muramatsu & Ms. M. Kawase in advance so that I went freely & easily to Tokyo with an eager heart for studying.

I took CATHAY Airline to Tokyo on Oct.19, checked in Narita airport at 17:15 but limousine bus came at 18:55, so I waited a long time at airport and had much time to study all lines of limousine bus fm/to airport so that I really understood Tokyo city is very big comparing with Taipei, Taiwan. When I got on limousine bus I also found all people came from all areas but followed relative rules of taking limousine bus, very quiet and polite in bus. Tokyo city is beautiful and clean everywhere, everyone abiding by the law in Japan, it's really a good impression in my mind.

Through the seminar, I really learned a lot, not only containership biz, but also dry bulk carrier biz, car carrier biz,

environment preservation, energy resource transportation, maritime safety, IT strategy, legal issues and total logistic biz. It also was a good experience to learn from "K" LINE's management and helped increase our understanding of "K" LINE's policy. Overall, we especially had a good chance to make friends with other participants during the seminar; moreover Mr. R. Muramatsu also led us to visit every floor of "K" LINE office where we met many old friends with who we had exchanged e-mails for relative biz; all were full of surprising Hello everywhere. It's also worthwhile to mention that Wednesday visiting Ohi Container Terminal, a wonderful dinner cruise with beautiful views around Tokyo Bay was so fantastic for Tokyo Campus this time.

Lastly, all participants got a beautiful acrylic certificate from President Mr. H. Maekawa, also have group photos with "K" LINE's President and Managing Executive Officers, etc. All of these were extremely valuable opportunities which I am sure will bear fruit for "K" LINE's benefit in the future. I am proud of being a member of "K" LINE's family in my heart.

Taking this chance, I'd like to thank all involved in making this Tokyo Campus so successful and meaningful.

Ms. Warisara Pramanachote, Manager/Ocean Dept., "K" Line Logistics (Thailand) Ltd.

Ms. Kallaya Meenissai, Manager/Finance Section, Accounting and Finance Dept., K Line (Thailand) Ltd.

It is the first time that I attended "K" Line University Tokyo Head Office and it was a good opportunity and experience for me to learn fruitful lesson from this seminar. The program, course content, and seminar period were arranged appropriately. I gain a lot of knowledge from this seminar and I will bring all that I learnt to improve job performance and also teach ocean staff and all concerned persons.

"K" LINE Vision and Vision from the president leads us to go to the same way.

For Group Work 1: Self-Introduction, each participant introduced his/her office or country. I learned more about each country and office from all of them. It was very interest-

ing and we learnt one another.

For Group Work 2: Folding paper-Origami, it was good that we could share ideas and help each other to complete each item. Teamwork is very important so all of the "K" LINE group should have it.

Tour to Ohi Terminal was the place I visited and learnt how "K" LINE operates vessels.

Finally I think all through the 4 days that what I learnt and participated in group works with other participants from various "K" LINE group increased my knowledge and hope that this kind of good seminar will still be continued for other international staff in the next year.

Ms. Anna Meyer, Post-Fixture Manager/Post Fixture, SAL

Ms. Anneke Van Diepen, Claims and Operations Manager Operation, SAL

As a new member of the "K" LINE family it was the first opportunity to attend such a seminar and to experience the working atmosphere in the head office.

The week in Tokyo offered the possibility to deepen the knowledge about the other shipping segments and especially to "K" LINE's role within the market and their prospective visions and perspectives. Same was topped off with current market and economic topics and the effect on "K" LINE's business.

In addition to the shared knowledge, it was a privilege that most of the lectures were given by the board members and

senior managers who were embraced answering questions and sharing their tight time with the attendees of the seminar.

The lectures and group works and sightseeing as well as the visit to the OHI Terminal created a diversified and quickly bypassed week.

All in all we would like to thank all people concerned for their dedicated organisation of the seminar and their arrangements to familiarize the participants with each other as well as with Japanese culture and their Tokyo staff. This kind of experience in "K" LINE as a new member gave us the feeling of a second home.

Mr. David Oldham, Application Development Manager/Information Technology Dept., Century Distribution Systems, Inc.

The amount of information I have been presented with has been much more than I would have ever expected. The appreciation of the “K” LINE business model that I am taking away from this experience is extremely high. It was truly amazing to see all the players in the organization and the roles that they fill. During my 7 years at Century Distribution Systems my thought process has always been around the container business. It has been very interesting to see the other parts of the business and the roles they play within the organization of

“K” LINE.

When I joined this seminar my primary focus was to gain a better understanding of the “K” LINE Group. What I walked away with was not only that but also newly formed relationships with colleagues from around the world. I am honored to have been a part of this seminar and am confident that the knowledge and relationships I am taking away from this experience will be beneficial to my job performance.

Mr. Prashant Pandit, Manager (Line Management — Americas), “K” LINE (INDIA) PRIVATE LIMITED

.....phenomenal experience! far beyond our daily expertise, this four-day seminar in Tokyo, 2008 gave us an insight into the various other aspects of shipping, making us realize that our knowledge of shipping (in our respective areas) is just as good as a drop in the ocean.

It would have been an added advantage to include Container Business Group as one of the topics, as it encompasses core function of the “K” Line’s container group activity. Topics were rather extensively covered, though there still remains an opportunity to have more in-depth study of each of the topics. We understand that time was however the limiting factor to achieve the intended objectives in its thorough completeness.

Besides learning, an opportunity to know and interact with the colleagues, each from different professional background, expertise, culture and knowledge, was a reward in itself. Each of the participants thus had an opportunity to transcend their regular horizons and have the contacts to build up their future acquaintances.

HR team had put extraordinary efforts to ensure the success of this seminar.

Group activities with an intention to focus on the teamwork were splendid enough a thought and activity as well to enhance the team spirit among participants. Kudos to Tokyo HR Team!

All in all, this was one of the great lifetime experiences.....

Mr. Sam Chau, Deputy Manager/TPS (USA/CANADA) Export Dept., “K” Line (Hong Kong) Ltd.

I started to be excited since I knew I had been nominated to participate in the seminar which would be held in our Tokyo headquarters office – KLU Tokyo Campus in Oct. 2008.

On the first day of the seminar, everybody was silent and very keen on the opening speech from our President & CEO – Mr. Maekawa. Through the opening speech, Mr. Maekawa reinforced our “K” LINE vision & mission in coming future and showed us how to strengthen our team spirit in order to provide the best services to our customers, which is especially important during difficult times.

Giving absolute concentration in such a long seminar was not easy when lots of materials were provided from different officers of each separate department within a few days. Actually, sometimes one was quite sleepy indeed! : of course the feeling only lasted for a few minutes after our lunch. I was

not sure it was fortunate or unfortunate, since I was arranged to sit near to the speaker’s stage. It was close enough to be awaked by every single breath from speaker on the stage.

It was a magnificent week for me, from the well-organized seminar from Tokyo HR to the useful materials presented by different department officers. Their sincere and optimistic feeling spread around every one of us & they motivated us to devote our passion to enhance our precious assets ? Human resources.

I am very thankful and honorable to have a chance to experience the life in KLU of Tokyo. Based on the valuable experience in KLU, I am sure and believe that we will make KLU to be more worthwhile and able to deal any hard time even the economic turmoil.

NORDIC RIVER

Contributed by Master and Crew onboard NORDIC RIVER

The “NORDIC RIVER” is a 38,000 m³ LPG/NH₃/VCM carrier, delivered in May 2007 and still a baby in the vast “K” Line fleet.

She is fitted with highly sophisticated equipment meeting with the stringent international standards for Gas tankers.

She has been plying around Far East – South China Sea – Indian Ocean regularly.

The “Nordic People” historically comprises Danes, Swedes and Norwegians who raided and settled in large areas of Eastern and Western Europe during a period of Scandinavia expansion from about AD 800 to 1100. They were also seafaring explorers who settled beyond their home lands not only to raid, but also build settlements in other parts of the world.

We, the New Era Nordic people – crew on board NORDIC RIVER – sail beyond our homelands winning the hearts of everyone, wherever we go, with our professionalism, punctuality and efficiency.

Crewed by a pick of highly trained and motivated seafarers, both Indian and Filipino, who have only one goal: to achieve ultimate excellence in Safety and environmental protection while meeting the high standards of commercialism and professionalism. Here Indians and Filipinos work shoulder to shoulder, in unison, with the excellent support of shore staff from Manila, Mumbai and Japan true to the glorious history of “K” Line.

On the 26th Jan 2008, with sunny weather, a blue dome sky and calm seas, the “NORDIC RIVER” heads for the port of Dampier at steady clip. Racing across the Indian Ocean, the officers and Crew took some time off from their busy schedule for a quick photo session.

A symbol of team spirit and camaraderie, the crew of NORDIC RIVER is an apt example of Unity in Diversity. We hope to have fair weather, clear skies and many more happy and successful voyages to come!!!!!!!!!!!!



YAMATO

Contributed by Master and Crew onboard YAMATO

How proud I am of my experience! I am sailing before the wind with deep and unshakable confidence in my skill.

My name is “YAMATO” and it has become very well known all over the world. Sometimes, I myself get surprised how famous it is. I am not quite 17 years old yet. At the beginning, I used to run to Australia, Brazil and Europe from Japan. At present, it is my main job to carry

coal and ore from Australia and Canada to Japan.

No longer am I young as a ship, but supported heartily by my crew, I will be able to compete with the young in working performance at all times.

I have a strong intention to further brush myself up and as a member of the “K” LINE Group, I will do my best to satisfy customers as much as possible.

Photo Gallery

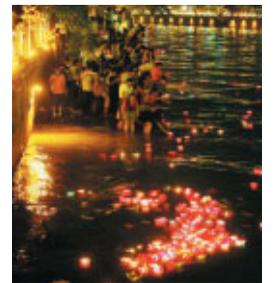
The Saint Valentine's Day in Ningbo

Contributed by Ms. Li Grace, "K" Line (China) Ltd., Ningbo Branch

"The Tragedy of Romeo and Juliet" by William Shakespeare is perhaps the most famous of Shakespeare's plays and is thought to be the most famous love story in Western history. China also has such a romantic story, named "Liang Shan Bo Yu Zhu Ying Tai" (The Butterfly Lovers), who are known as "Eastern Romeo and Juliet". The story concerns the fate of two young lovers, Liang Shan Bo and Zhu Ying Tai, who would do anything to be together. Compared with that of Romeo and Juliet, Chinese people give them a very beautiful ending, as they become a pair of butterflies after death and stay together forever.

The story of "The Butterfly Lovers" is a paragon of Chinese ancient love, and Ningbo has a Liang Shan Bo temple which is unique throughout the whole country. On Saint Valentine's Day, besides some typical romantic presents, like chocolates, roses and candlelight dinner, go to the "Liang Zhu culture park," following in the steps of this aesthetic folklore has also become a custom of Ningbo young lovers. And it is said that once you have been to the Liang Shan Bo temple, your love will be everlasting.

"He Deng" (Water Lantern) is derived from the ancient history of china. It's a kind of paper-made boat with candles. It is taken as the symbol of auspiciousness and warmth, as the tradition of floating water lantern has been maintained and continued. When the land is enveloped in a curtain of darkness on this special day, lovers will put the Water Lantern on the river, let the water lantern float to the shining future with their good wishes for the living, and take it as a way to clear away pain and sorrow, a way to convey and indicate their love.



Ocean Breeze

Published by IR & PR Group (IPRG) Kawasaki Kisen Kaisha, Ltd. ("K" LINE)
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Ocean Breeze is printed in Japan on recycled paper