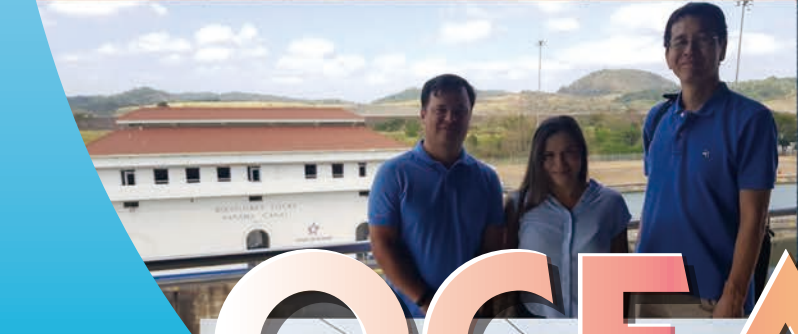




OCEAN BREEZE



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“K” Line Safety Campaign

Marine Safety Team, Marine Safety Administration Group

At “K” Line, our crews, the owners of our chartered ships, our group ship management companies, our operation departments, our ship and engineering departments, and many others all work together to maintain and enhance marine safety on a day-to-day basis. Also last fiscal year, we implemented a Safety Campaign from December last year to March this year toward the goal of “reconfirming on land and at sea that the foundation of our company is marine safety.” Last fiscal year, we welcomed a total of 179 persons to our ship, including executives as well as representatives from management companies. We want to take this opportunity to once again express our heartfelt appreciation to all the crew members and executives who have cooperated with us despite their busy schedules. In connection with the ship visits, we prepared materials about past accident data and accident cases to exchange opinions on land and at sea. Moreover, I believe that we could contribute to raising the morale of as well as definitely increase the safety awareness of our captains and other crew members by actually facilitating candid discussions about “the importance of marine safety” face to face with our executives. We will continue to implement the Safety Campaign, which has received the united support of all aspects of our company on land and at sea, as a part of our company’s culture, and ask for your support in this. In addition to this campaign, we are also planning to organize ship visits this summer, centering on our ship departments. We will continue to develop the Safety Campaign for the sake of maintaining “marine safety” through united efforts on land and at sea. In closing, I have been given photos of everyone who came to visit our ship and so would like to take this opportunity to present a few glimpses from the ship visits.



Delivery of Coal Carrier MIYAGAWA MARU for JERA Global Markets Pte. Ltd.

On May 21, 2019, we took delivery of the 100,000 DWT coal carrier MIYAGAWA MARU at Nishi-Tadotsu Shipyard of Imabari Shipbuilding Co., Ltd.

At the naming and delivery ceremony that day, we were honored to have Managing Executive Officer Miwada from JERA and his wife, as well as President Higaki, Executive Vice President Kurokawa and several other staff members from Imabari Shipbuilding in attendance. Delivery of the ship was made without any difficulty following Managing Executive Officer Miwada's vigorous naming and his wife's splendid cutting of the rope.

There was a large group of people in fine early-summer weather who saluted the ship as it set out on its maiden voyage to the coal loading port of Samarinda in Indonesia.

The name of the ship, MIYAGAWA MARU, comes from the Miyagawa River, a Class A river that flows into Ise Bay from Ise City in Mie Prefecture, Japan. The ship model is a Hekinan MAX with maximized transport capacity for the JERA Hekinan Thermal Power Station, and was jointly developed by our company and Imabari Shipbuilding. Together with the SHONAI MARU delivered last year, the two ships will transport overseas coal to JERA thermal power stations for a long period of time under a contract of affreightment.

The features of this ship, which may be called a state-of-the-art, wide-beam, shallow draft vessel, include a VTI (variable turbine inlet) turbocharger with increased fuel efficiency as its main engine, the use of low-friction coating to reduce the frictional resistance of the hull and a wide range of other energy-saving systems, accomplishing the curbing of greenhouse gas emissions on a next-generation level. Moreover, it is equipped with environmental-friendly systems such as a ballast water treatment system to conserve marine ecosystems.

Japanese power companies have long made use of our wide-beam shallow-draft coal carriers, exemplified by the Hekinan MAX and Corona series; and in the meantime, we have built a system that enables maximum safe navigation and safe handling of cargo by servicing our fleet and independently training seamen.

We intend to make the most of the experience and technology that we have cultivated over a long number of years to walk side-by-side with our customers as an expert in thermal coal transportation.

We would like to take this opportunity to once again thank everyone who has contributed in so many ways in the process leading up to this latest and exciting delivery.

Thermal Coal Group



The Recognition of One of Our Captains by the Japan Captains' Association

Seafarers Policy Team, Marine Human Resources Group

On May 20, 2019, Mr. Makoto Nabeshima, one of our captains, was highly recognized for his exemplary conduct as a captain by the Japan Captains' Association (Chairman Hiroki Kasai; hereafter "the association").

Captain Nabeshima was on our LNG carrier OCEANIC BREEZE (hereafter "the ship") since it went into commission in April 2018. In June of that year, as they were navigating into Sakai-Senboku Port in Japan, they faced a difficult situation due to unforeseen bad weather, but Captain Nabeshima took appropriate action in cooperation with the pilot and safely made sure the ship entered the port and reached land.

The association highly recognized Captain Nabeshima for having demonstrated excellent leadership as an exemplary mariner throughout this series of operations, and so he was awarded the Captain's Award.

Our company uphold a vision of contributing to society by providing safe and appropriate services. We intend to keep providing world-class safe operation by further developing our safe operation management system and training mariners in support of that.



Photo center: Captain Nabeshima



Attending the Awards Ceremony for the Panama Green Shipping Award 2019

Contributed by Mr. Ryuichiro Shimogaki, K LINE MEXICO SA DE CV

I attended the awards ceremony for the Panama Green Shipping Award 2019, which was held during the opening ceremony of the Panama Maritime XIV World Conference and Exhibition on March 17.

As announced in a press release, the construction and operation of our environmental flagship DRIVE GREEN HIGHWAY and a variety of other environmental protection measures of ours were highly recognized. The Panama Maritime World Conference, which is organized by the Maritime Chamber of Panama and the Panamanian Maritime Law Association, is held in Panama biennially and variously recognizes organizations and individuals who have made achievements related to maritime affairs.

At the ceremony, I received the commemorative trophy in the presence of about 200 persons working with maritime affairs as well as the Vice President of Panama, the Mayor of Panama, and the Secretary-General of IMO. The organizers explained that the award for the accomplishments of constructing and operating the DRIVE GREEN HIGHWAY, which incorporates state-of-the-art environmental and eco-friendly technologies, as an environmental initiative under a vision consistently shared by everyone from the company's top management to the responsible departments. In particular, I was freshly made aware that we were recommended for the award by the government of Panama, which we owe to a relationship of trust that we have built over many years.

This was an unexpected duty that I was asked to perform, but it was a great honor to represent the company at the awards ceremony since my office is close to Panama. As I was given an opportunity to speak on the day, I promoted our initiative "K" LINE Environmental Vision 2050: Securing Blue Seas for Tomorrow, as well as advertise our transportation of railroad cars and project cargo using RORO ships.

Photos of the DRIVE GREEN HIGHWAY were projected on the big screen and there was a good response from the ceremony attendants, but we ran into a bit of trouble as a photo showing the handling of bullet train cars failed to appear. This is just my personal opinion, but I suspect this might have been out of concern for the Chinese attendants with regard to the Panama metro project undertaken by the Japan Federation.

Since the establishment of diplomatic relations in 2017, China's influence in Panama has only grown and their presence at the Panama Canal has also become much stronger. Considering this situation, this was a fantastic opportunity for us as a Japanese shipping company to call attention to our earnest initiatives for the global environment and to declare our mission to remain an environmental frontrunner.

At the risk of sounding redundant, I want to say that this was a precious experience for someone working with maritime affairs as I was able to inspect the expanded Panama Canal in connection with the awards ceremony. I was especially impressed that I could experience opening and closing the Cocoli Locks (adjusting the water levels only). I once again want to thank the staff at the Panama Canal Authority and everyone at our local agency.



Top: The Cocoli Locks Control Center
Bottom: The Miraflores Locks (author: right)



The Community Where I Live – BANGLADESH

Contributed by Mr. Itsuro Nagasaka, Yangon Chief Representative

It's 4 o'clock in the morning and the extra-large speakers installed all over town are broadcasting recitations of the Quran at high volume, thus informing residents that it's time for the day's first prayer. This Dhaka, the capital of Bangladesh, welcoming another morning in this small country crowding bustle, bellowing, and poverty. What comes to your mind when you hear the name Bangladesh? Is it something along the lines of "a country submerged in floods," "extreme poverty," "a dangerous country with a lot of terrorism and hijacks," "many people riding on train roofs," or "the home country of popular celebrity Rola"? I'm based in Yangon, the largest city of neighboring Myanmar, but have been going back and forth between there and Bangladesh. Some might come here on business trips, but I doubt anybody comes here on private travel, so I'd like to introduce bits and pieces of what I've seen and heard about Bangladesh.



Author

About Bangladesh

Let's first take a look at the history, surroundings, and current circumstances. East Pakistan (present-day Bangladesh) became today's People's Republic of Bangladesh after emerging victorious from a war of independence with Pakistan in 1971, and they will be celebrating the 50th anniversary of the country's founding the year after next. Bangladesh is a member of the Commonwealth of Nations and its territory borders on India on three sides, to the north, east, and west, with only a small portion in the southeast sharing a border with Myanmar. The design of the Bangladeshi flag that was established with independence is a green background and a big red circle placed in the middle but slightly closer to the flagpole. The layout is somehow reminiscent of the Japanese flag. The green is said to represent the country's abundant nature and the red the blood shed by fellow countrymen during the independence war. The records show that Japan was one of the first countries to recognize Bangladeshi independence and establish diplomatic relations, and that Bangladesh has received a total of \$460 million in Official Development Assistance (ODA) from the Japanese government, placing them fifth after Vietnam, India, Iraq, and Myanmar. It is apparent how dear Bangladesh has been to Japan. Next, about the country's territory. It is not so well-known, but Bangladesh is one of the world's most overcrowded countries as it is home to about 170 million people living in an area no bigger than Hokkaido and Kyushu combined, an alluvial plane formed by the rivers, tributaries and distributaries at the lowest reaches of the Ganges flowing in from the Himalayas and India as well as two other international rivers originating from the Tibetan Plateau. This plain is flooded every year, and I'll talk a bit about the mechanisms for that later. If we were to discuss big events that have had to do with Bangladesh, elderly readers might remember the Japan Airlines Flight 472 hijacking, which took place in 1977 right after Bangladeshi independence. A Japanese Red Army group armed with pistols and hand grenades hijacked a Japan Airlines flight after take-off from Mumbai and forced it to land at Dhaka Airport, and demanded of the Japanese government that they release nine JRA members imprisoned in Japan, allow them to rejoin the group, and provide \$6 million (about 1.6 billion yen at the then rate) in ransom for the hostages.

The then Prime Minister Takeo Fukuda said, “the value of a human life outweighs the Earth,” and decided to pay the ransom and release the imprisoned JRA members through “extra-legal measures.” All hostages were released, but it is said that the response of the Japanese government was harshly criticized by some other countries, who said, “So Japan exports not only consumer electronics and cars, but also terrorism?” Another terrorist incident we must not forget is the July 2016 Dhaka attack that occurred on July 1, 2016. A group of seven Bangladeshi criminals attacked an Italian restaurant in Dhaka, which ended in the death of twenty civilians, including seven Japanese, and two police officers. That was three years ago, but ever since this incident, most Japanese government staff and private business staff living in Dhaka do not eat out and have no choice but to lead monotone lives simply going between the home and the office by car on weekdays out of fear of new terrorist attacks. Speaking of which, I had also been to that restaurant a few times. I was fortunate to escape the danger as I was in Yangon on the day of the incident, but I have no words to speak when I think of pain of those who fell victim. That reminds me, there was another incident in February this year where a Biman Bangladesh Airlines flight going from Dhaka to Dubai was hijacked immediately after take-off. Moreover, in March this year, when I was writing this article, a big fire broke out in a building on the other side of a narrow street from the hotel in Dhaka where I and a colleague were staying. It was a tragedy that ended in the death of tens of people. Terrorism, fires, hijacks... Unfortunately, this country still appears to be far from safe.

About the Rohingya Issue

The “Rohingya refugee crisis” has appeared frequently in Japanese news as well. The escape of as many as 900,000 or 1 million Rohingyas from Myanmar. Fearing for their safety in their permanent homes in Myanmar, they risked their lives as they crossed the narrow borderland connecting the two countries. I will refrain from getting into the political issues, but the Rohingya, who have not been granted citizenship by the Myanmar government, are still forced to live as destitute refugees at refugee camps in a place called Cox’s Bazar. As Bangladesh was suddenly faced with a situation of a large number of refugees pouring in, Prime Minister Sheikh Hasina (age 72) won a landslide victory in the general election at the end of last year, thereby gaining the mandate to run the government for another five years. She said the following about her support of the Rohingya in an interview with Nikkei. “It’s not only for humanitarian reasons. I have personal experience of fleeing to India as a refugee after the assassination of my father [the late first President Mujibur Rahman, the founding father of Bangladesh] in 1975. That’s why I have to help the Rohingya” (April 16, 2019). Although international organizations provide assistance, if we assume that the food expense for each refugee is 300 yen a day, then it costs as much as 300 million yen a day to sustain them. It is likely that this issue will see a major development at some point, depending on how the international community perceive the stance of the Myanmar government as they beat around the bush and postpone the issue of whether to allow the Rohingya to return.

About the Floods

You cannot discuss Bangladesh without talking about the floods. Located in an area of tropical monsoon climate, Bangladesh experiences a cyclone season in May, followed by a rainy season from June to September during which about 70% of annual precipitation is said to fall. At this time of the year, about 30% of the country is submerged every year, and once a decade it’s about 40% or more. Until I started coming here frequently, I was convinced that the Bangladeshi floods were caused by heavy precipitation, but that’s not the case. As I already mentioned, three big rivers flow through Bangladesh, and these receive large volumes of “water” from their upper reaches and fulfill the role of transporting that into the Bay of Bengal. The volume of water that flows into Bangladesh via the countries located at the upper reaches of the three big rivers is said to be about

four times greater than the country's annual precipitation, and the sad reality is that the timing of when this water flows into the country more or less coincides with the rainy monsoon, which is why this country is submerged in large-scale floods every year. 50% of Bangladesh's working population, out of a total population of 170 million, are engaged in primary industries in delta plains that are directly susceptible to flood damage, and this is why the economic damages are huge. ... As the aircraft steadily descends to land at Dhaka Airport, you gradually get a view of the landscape on the ground. The riverside brick factories are almost completely submerged with only chimneys sticking up, the roads and fields are inundated, and no people are to be seen... I've gotten used to seeing this, but coming to Dhaka on business around this time of the year always makes me heavy-spirited.

About the Poverty

The Dhaka traffic jams have become internationally famous. It's not unusual for it to take one hour to move 100 meters, and spots where cars congregate naturally become sites of begging. You absentmindedly sit in your car when suddenly there's a banging on the window. You look out in surprise and you will undoubtedly be hit by the sight of a woman carrying an emaciated infant, someone with a disability, or an elderly person barely supporting themselves on a cane, asking for charity with a desperate look on their face. A Japanese person will definitely be flustered in a situation like this, saying something like "Woah, what do I do...?" If so, the beggar will misunderstand and think "I might have a chance here." They will start knocking harder, and eventually be joined by reinforcements and try to surround the car together. As a Japanese, I have personally had a lot of bad experiences myself. But one time, a Bangladeshi friend was laughingly looking on from the side and told me a solution with immediate effect. It's to chase them away with a "Go away!" That really isn't something a person should do to another person, so I was quite reluctant as I'm someone who wants to be a typical Japanese, yet I tried out with some hesitation, and was very surprised to find that they immediately gave up and moved on to the next car. I felt a bit torn by this, but if I think about it, they are also engaging in a business called begging that depends on "cost-effectiveness," so I've recently convinced myself that I would be obstructing their business by needlessly leading them on and binding them. Yet I feel that I'm gradually distancing myself from the Japanese norm as the sense of guilt dissipates. Bangladesh used to be one of the world's poorest countries and even today, a survey by Japan International Cooperation Agency



The rickshaw (bike taxi)...One theory is that the word comes from the Japanese jinrikisha.



Rickshaws going through the flooded streets after torrential rains.



Boats are an important means of transportation for common people in daily life, but obsolescence apparently causes many accidents.



I don't get the feeling that he wants to actively sell things.

(JICA) reports that about 60% of the whole population, which corresponds to 100 million people, live on \$3 a day or less, meaning that they are still in the process of really leaving poverty behind. At the same time, the emergence of the sewing industry against a background of cheap labor is supporting the country's export industry, so that Bangladesh has advanced to hold the second biggest share of the global market (6.4%) after China, with numerous subcontract factories connected to Zara, H&M, and Uniqlo. Some predict that their current real growth rate of 8% will increase to 10% by 2021, and it is hoped that people's lives will gradually become richer in the future. Moreover, the World Bank recognized Bangladesh, previously a representative of the world's poorest countries, as a "lower-middle income country" in 2015, marking their graduation from being a low-income country. It appears that many business watchers are optimistic about Bangladesh's future.

Cricket and Baseball

Young and old, rich and poor, everyone in Bangladesh is crazy about cricket and cricket only, so much so that you'd suspect that no other sport exists in this country. Cricket, in the form of regularly-scheduled matches in the national professional league and with the national teams of neighboring countries, appears to be a staple of Bangladeshi TV sports programs. Just like the soccer world cup, there's a world tournament for cricket that is held once every four years. This year is such a year, and fierce matches will be played for a month and a half starting from late May in the cup jointly hosted by England and Wales. Cricket is nowhere near the FIFA World Cup, which is an event where soccer fans around the world swing from joy to sorrow about who will qualify, as there are fewer active players and less coverage, but even so, it's somewhat humorous that the ten countries of England, Australia, New Zealand, Pakistan, the West Indies, India, Sri Lanka, Zimbabwe, Bangladesh, and South Africa are permanently exempted from the preliminaries. I'm changing the subject, but there are some cricket players who also play baseball, and there appears to exist a Bangladeshi national team. As some of you may be aware, the basics of cricket are that the bowler runs up and throws a low ball with one bound without bending their elbow, which the batsman strikes with a lifting motion using a broad and flat bat, reminiscent of an ice hockey goalie stick. This means that cricket players are really good at hitting low fastballs. I heard the following from young resident employee of a certain trading firm, who is also a key player in the Japanese resident employee baseball team (regulation baseball). "Normally in baseball, a pitch thrown high will always be sent flying, but when it comes to baseball players with a cricket background, what you mustn't throw is a low straight ball, while you'll easily get a strikeout with high fastballs." Are perhaps cricket and baseball falsely similar? By the way, I've read up on the rules, but I'm sad to say that I have yet to understand why they can be so passionate about this sport.

In Plain Words

What you've read so far is information you can find online from Japan, but now I'd like to talk about things you won't experience even if you're in Dhaka. In the fall of 2018, "K" Line Logistics started their first Japanese-government yen-loan project (ODA) in Bangladesh by accepting an order for the marine transportation of steel plates for a girder bridge to be built in the interior of Bangladesh (see attached photos). Myself and a young dispatched employee called I from "K" Line Logistics stayed at the regional port in Mongla, where the materials are unloaded, for more than ten



Unloading bridge girders from a break bulk vessel with a crane on our ship.

days, and had the opportunity to help out with the actual work. The following are excerpts from my work report. Please forgive the roughness of the text.

November 15 (Thu): It was a 50-minute domestic-line propeller-plane ride from Dhaka to Jashore, and from there more than four hours off-road in a dilapidated small fixed-route bus to Khulna where we are staying, and then another one hour by car to the Port of Mongla, where it is said not even birds travel. The Bangladeshi public financial situation has not yet allowed any development of the roads in the provinces, so that even what in Japan would have been national highways are full of depressions and the hard shoulders are falling apart. It was quite tough sitting on a bus for four hours, bumping my head in the ceiling a number of times and hitting my shoulders and waist hard on the window and chair. Those “thrill rides” you can find at any amusement park in Japan... This off-road ride will definitely be more thrilling than any of those. For example, let’s say three buses are driving ahead of us. Here, the Bangladeshi driver of our worn-out bus will boldly try to overtake them at a recklessly fast speed nearing 100 km/h. With absolute certainty, a large truck then shows up in the opposite lane. They also seem to have no intention of yielding. We approach each other so that we’re only a dozen meters apart and you just want to let out a scream, but in what feels like the final few meters, both go to the side to avoid a head-on collision, and this stunt happens again and again. Once every 30 seconds, you brace yourself and close your eyes thinking “Ah, this is it!” and I was told by the branch manager of a certain general trading company in Dhaka that “All you can do is sleep.” The reason is that if your eyes are open, you’ll be afraid of that possible moment of collision. A was an officer at the Bangladeshi major general contractor in charge of the construction in this project, and he had been with us at a number of meetings. It was only a few months ago that he passed away in a horrible collision as he was on his way to the site. It appears the single national highway extending from the capital Dhaka to the provincial cities sometimes becomes the site of such tragic accidents. I’m so happy I made it here safely.



There are passengers even on the roofs of long-distance buses... The fare is free.



A three-wheeler taxi... I'll leave the comfort factor to your imagination.

November 16 (Fri): This Muslim country closes down today Friday and tomorrow Saturday. Yesterday, there was a bit of trouble before we reached Khulna. It was an inconvenient situation where that antique bus suddenly came to a stop and we passengers were chased out from the car that smelled somewhat burned, given our baggage, and left by the roadside. We were left with no choice but to put our suitcases in a likewise antique auto rickshaw (three-wheeler taxi fueled by compressed natural gas) that came by and continue straight to our destination in Khulna. At least this isn't during the hopeless season of torrential rains. It does seem that the bus driver felt a bit awkward, because he paid the rickshaw fare of 50 taka (about 70 yen).

November 24 (Sat): Even at our basecamp in the only hotel in the village of Khulna, the street speakers play us readings from the Quran five times a day every day. Communications are extremely poor, so I'm unable to phone Japan freely and it's sometimes difficult to send and receive emails. We cannot eat out due to safety concerns, so we're having all three meals at the hotel, but nothing really tastes good. My adventurous spirit grows weaker as the fatigue accumulates and the variation of dishes that I order naturally becomes fixed. Also tonight I'll be having the Bangladeshi specialty dal bean soup, really soggy spaghetti Bolognese, and lukewarm coca cola. There's no alcohol as this is a Muslim country. I just noticed that I've been sober for ten days now. I reluctantly have to admit that I haven't felt this good physically in many years. It's not entirely unlike the case of a drug addict who recovers his health while in prison.

November 26 (Mon): Twenty suitcases were delivered to the hotel reception. I was surprised to find out that they belong to Japanese tourists on a tour. The next morning, we ran into them having breakfast in the hotel's humble restaurant. The question we all must have wanted to ask was "Why have you come to a place like this?" When asked, they told us they were taking a boat to the other side of the river to see a festival there, and that they were hoping to see a Bengal tiger if lucky. I don't mean to comment on other people's interests, but I'm ashamed to say that I was astounded to hear that the price of this tour would have been enough to go to Hawaii three times. People with money who have already traveled all over the world, this is where they come.



Top: View of a barge moored to an improvised bamboo jetty to be loaded with coal using human-wave tactics.

Bottom: Many people also cross the river in small boats.

Bangladesh Is so Hot Right Now!

Previously regarded as the poorest country in Asia, Bangladesh is currently being swept by a wave of large-scale infrastructure construction. Loans from the World Bank, the Asian Development Bank, and other major international financial institutions as well as official development assistance from Japan, China, and Korea that see Bangladesh as a promising investment destination play an important role in supporting this country's development. In particular, the Japanese government announced to Prime Minister Hasina, who came to Japan as a state guest in 2014, that they would provide about 600 billion yen in economic aid over the next four to five years. It is in this context that a number of big projects are currently being advanced simultaneously, including the building of the Matarbari Coal-Fired Power Plant, port development, Dhaka urban transportation (metro) development, railway bridge construction, the construction of small and medium bridges in Dhaka, large-scale repair work, the building of a new international terminal at Dhaka International Airport, the development of power transmission line between Dhaka and Chittagong, and the development of industrial parks. It is we the logistics operators who are in charge of transporting the vast volumes of plant materials. The smooth transportation of goods from overseas to inside the country requires not only marine transportation using break bulk vessels, but also the provision of large barges and tugboats to navigate long and large rivers as well as cranes and special trucks and trailers from partners in the local area and neighboring India, which necessitates tough negotiations and overwhelmingly complex procedures. There's really no amusement to be found in Bangladesh, but at the same time, there's plenty of energetic and dynamic work that gets you sweating. I want the "K" LINE Group to contribute to this country's development even by a little. Our group colleagues currently engaged in this work are enthusiastically working to support the development of Bangladesh every day.

This year, the one-month Ramadan starts on May 5. I'm about to finish writing this at the end of April, and the air of Dhaka is finally becoming humid. I hear that the Indian Assam area to the north of Bangladesh has already entered the rainy season. Also this year, the time has come for this long, long season to patiently endure.



Top: How many of these cables are actually in use?