



OCEAN BREEZE



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Hosting the 14th Safety Conference for Ship Owners Online

Safety and Quality Management Group

The 14th Safety Conference for Ship Owners was held on September 3. The goals of this conference are to deepen relationships with our chartered ship owners, especially operational administrators, share information regarding safety and environmental protection, and to improve the safety and transportation quality of our whole fleet. This year, because of the COVID-19 pandemic, it was held via an online meeting system. In his opening address, Capt. Aya, the managing executive officer, addressed, "Considering the recent accident at sea involving a Japanese commercial vessel, there is increasing demand to ensure that the alliance between ship owners and ship charterers is maintained, and that we need to work together for achieving safe ship operations. I really hope this conference can be one of tools to achieve this." Following this, Capt. Fujimaru, the executive officer, introduced the roles of the Safety and Quality Management Group (SQMG) and four teams under it, that is, Marine Safety, Quality Management, Cost Administration, and Ship Inspection and Chartered Boat teams. SQMG was established in April by merging two groups.

The first session was presented by the Environment Management Group, introduced its activities to achieve the missions of the company revised in June (The "K" LINE Environmental Vision 2050 and "blue and beautiful ocean for the next generation"). And then the Quality Management Team explained the "Dry Bulk Management Standard", which is expected to impact the dry bulk business, followed by the Advanced Technology Group's explanation of problems that have been experienced by ships with SOx scrubbers during the period since the global fuel cap came into effect. And the Marine Safety Team showed problems that have been identified regarding the use of VLSFO. At the end of the presentations, the Inspection and Chartered Boat Team reported remote ship inspection systems, which have been implemented as substitute for physical ship inspections to protect ship's crew and shore staff from COVID-19, and illustrated recent cases of Port State Control detention.

After the presentations, 10 excellent ship owners among participants, who were selected based on the results of ship inspections in fiscal 2019, were showcased.

Finally, Mr. Asano, the vice president, presented a closing remark. "I would like to express my gratitude to all of the ship owners, including the 10 honored companies, who are all working to ensure the safety of their ship operations and the environmental protection on a daily basis. On top of everything, your burdens have increased because of the pandemic this year, and I believe it has caused you hardships in your activities for those. I would like to promote the exchange of information between us to address these common issues and expect further support from you," he said. Seventy shipowners and other related parties from 30 companies, attended this conference, which was the first held online.

We are deeply grateful to all of the people who worked hard and cooperated with us to make this conference possible.

The excellent ship owners that received recognition are:

KUMIAI NAVIGATION (PTE) LTD.; Sanasia Shipping Corporation Limited; Kawana Kaiun Co., Ltd.; FUKUNAGA KAIUN CO., LTD.; Sugahara Kisen Co., Ltd.; Watanabe Print Co., Ltd.; SHOEI KISEN KAISHA, Ltd; FUKUJIN KISEN CO., LTD.; Yamamaru Kisen Co., Ltd.; and Keiyo Kisen Kaisha Ltd.



Management Plan (disclosed in August 2020)

Corporate Planning Group

About Our Management Plan

Adapting to the New Normal of Post-COVID-19 and with-COVID-19

The latest Management Plan summarizes the business targets, challenges, and basic principle for this fiscal year. This plan has been prepared not only from a short-term perspective, but also with mid- and long-term perspectives on our business direction, and we have reorganized our immediate targets and challenges. This fiscal year started with the turmoil triggered by the COVID-19 pandemic, and we have prepared our Management Plan based on the expectations of the new normal of post-COVID-19 and with-COVID-19.

In a sense, COVID-19 has revealed latent issues and concerns. It has brought many different issues to the surface-issues that we had anticipated in the foreseeable future, as if we were going "Back to the Future." The declines in the production of crude steel in Japan and in the number of completed vehicles transported are typical examples. As uncertainty grows in our economic activities, the business environment surrounding our clients has drastically changed and their investment planning is expected to be more restrained. For this Management Plan, all of our divisions reviewed their business plans from square one, creating assumptions about our future business environment, during and after the COVID-19 pandemic. Accordingly, our investment plan has been reviewed across the board. While the improvement of our financial standing is a key factor in our operations, we have reviewed each of our operations and contracts and refined our business plan on the basis of a more realistic scenario and assumption of market conditions. This Management Plan will be reviewed every year based on the possible uncertainties that may still persist.

Business Management Strategy

For dry bulk carriers and the transportation of energy resources, we will diligently accumulate mid- and long-term contracts and systematically pursue greater consistency in our profitability by reducing fixed shipping tonnage to an appropriate level. For car carriers, we will ensure that we understand the requirements of our core clients in an effort to optimize the size of our fleets, while maintaining and strengthening the strong relationships and trust we have with our clients. For logistics and Japan-coastal shipping, we will carefully address targets and challenges, and also incorporate outside knowledge-partners in pursuit of the expansion of our operations, mainly in Asia. For the container business, we will continue to support ONE, providing high-quality vessels and personnel as a shareholder of the company. Also, our ships will be gradually replaced by environmentally friendly, higher quality and more competitive vessels such as LNG-fueled carriers. The business environment we are facing is not the same as before, but we will leverage our strengths as a unique solution provider.

To Create a Sustainable Society

In the future, both during and after the COVID-19 pandemic, people will grow more aware of the environment, the basis for a sustainable society. Environmental awareness will take on greater importance. For this reason, we are committed to the environment and safety, the foundation of marine transportation, more than ever before. This past April, a cross-departmental project team was established with the participation of the sales, technical, marine and commercial divisions. The team strengthens vessel management by researching and introducing new technologies that are directly connected with navigation safety. On the environmental front, we will increase our efforts to reduce GHG (greenhouse gas) emissions in pursuit of higher quality transportation. With the continued improvements in the quality of our transportation in terms of the environment and safety, we will scrupulously continue to develop profitable contracts. At the same time, we will correctly assess the risks that each of our divisions face and adjust exposure to the proper fleet size, aiming to achieve ordinary income of 25 billion yen by 2025 on the assumption that events unfold along the most realistic scenario.

Positioning of Management Plan

- This plan begins in FY2020 and maps "K" Line Group's direction through the mid-2020s or even beyond
- The plan assumes that the business environment surrounding "K" line will change dramatically, including factors related to the novel coronavirus (COVID-19) crisis; the plan, therefore, includes specific business policies and initiatives to cope with current challenges, as well as financial forecasts, for the first two years of the plan (FY2020 and FY2021)
- For FY2022 and beyond, financial targets have been set for mid-2020s and the end of the 2020s
- Future financial targets will be revised annually moving forward

Uncertainties surrounding the digital transformation of services will remain and include the potential impact of large natural disasters and geopolitical risks that may occur, among other risks. These uncertainties will continue to have the potential to significantly impact our business environment. We must flexibly react to any developments in accordance with this Management Plan.

Reviewing the Previous Mid-Term Management Plan

- **Convert our business portfolio strategy** ○ Achieved
 Spinoff of our containership operations, withdrawal from heavy cargo and petroleum product carrier operations and reorganization of domestic port transportation operations
- **Sophisticate business management and strengthen strategies by function**..... ○ Achieved
 Create an organization capable of measuring the risks faced by each business line and vessel type, which should be the criteria for judging investment items.
- **ESG commitment** ○ Achieved
 Follow the "K" LINE Environmental Vision 2050 and encourage the utilization of advanced technologies such as K-IMS and the automatic kite system.
- **ROA from the stably earning operations that serve as our bedrock: 6%** ○ Achieved
- **Remain in surplus for three years from fiscal 2017** × Not achieved
- **Capital-to-asset ratio: halfway between 20% and 30%** × Not achieved
- **Dividend policy (early resumption of dividends)** × Not achieved

Some of the goals set forth in the previous mid-term Management Plan progressed as expected while others remain unachieved. A detailed analysis has been disclosed. Based on the problems identified, our assumption of market conditions has been adjusted to take a more conservative perspective and our business plan has been refined. Efforts to improve our financial standing continue and are a priority.

Our Environment and Policies During and After COVID-19

Global Environmental Changes

Environmental Changes Surrounding Marine Transportation

Changes in the Business Environments Surrounding Our Clients

- Risk of climate change
- Tightened environmental regulations
- Necessity of strengthening navigation safety
- Increase of global population
- Increase in energy demand
- Digitalization and technology
- Protectionism, geopolitical risks and volatile market conditions
- The COVID-19 pandemic accelerating change in global values and people’s behavior

Risks	Tightened environmental regulations impact navigation and increase expenditures Major marine accidents Worldwide shortage of highly skilled crew members Speed of the evolution of AI and digital technologies Slump in market conditions due to an imbalance of shipping space supplied and demand for transport Change of supply sources and structural changes in trade	Opportunities	Improvement of value through ecofriendly business activities Pursuit of navigation safety to eliminate serious accidents and enhance the trust of stakeholders and their evaluations of us Enhancement of the competitiveness of our operations through the development of maritime specialists Creation of new value through AI and digital technologies Increase in global demand for marine transportation Creation of services adapted to changing client needs
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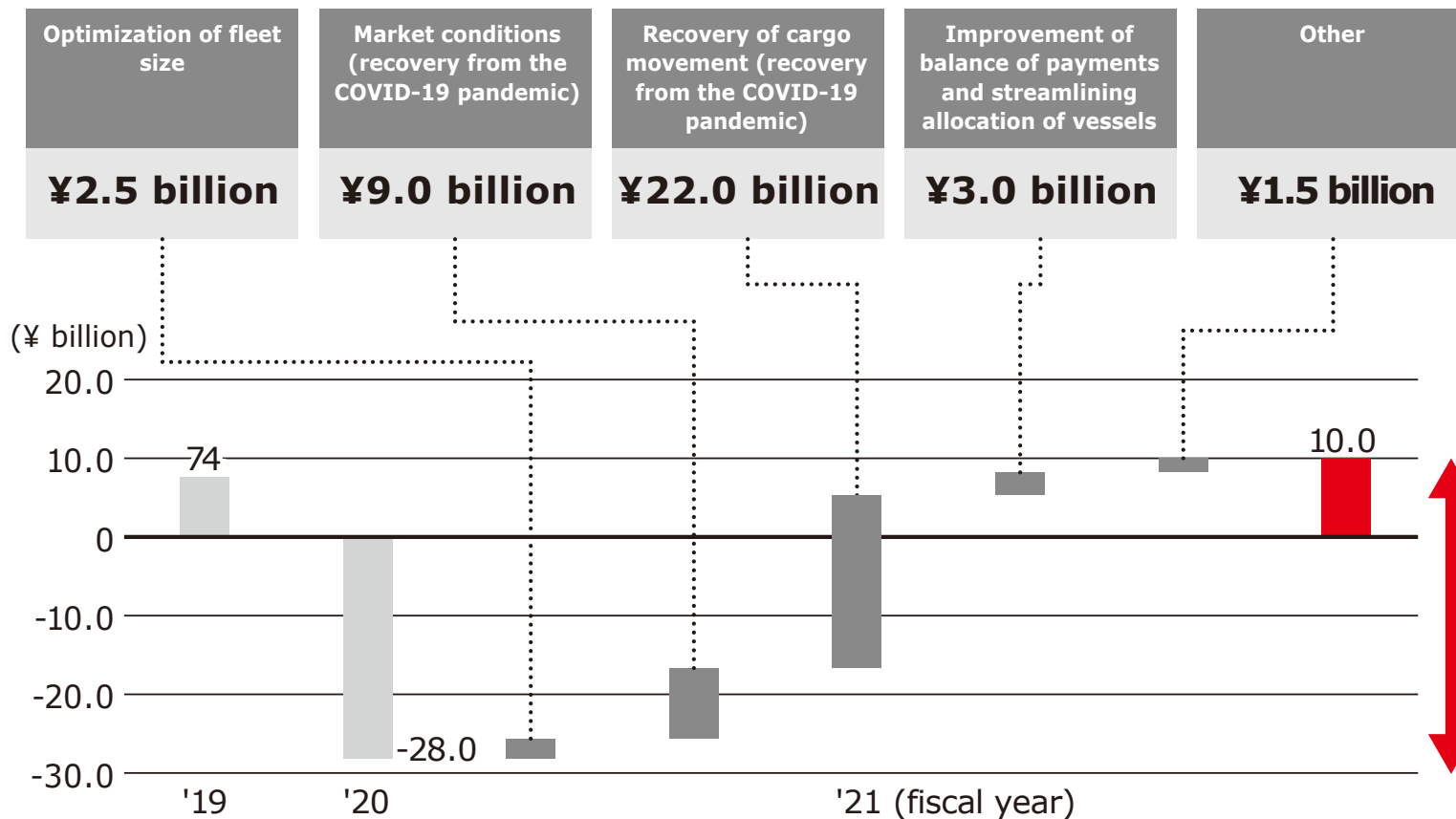
Solidify our Defense around Our Foothold - Profit Size Precedes Fleet Size -	Optimize fleet size Selection of investments
Unfailingly Address Priority Issues	Increase and accelerate our commitment to safety, quality, and the environment Strengthen our growth strategy by enhancing our technical and sales capabilities
Secure Fluidity and Increase Equity Capital	Secure fluidity: Secure more than three months of sales, including the commitment line Increase equity capital: Sell ships and other property
Specific Efforts and thorough Management of Progress	

The COVID-19 pandemic is significantly changing people’s behavior and values. Requirements for a sustainable society will continue to encourage greater environmental awareness. Meanwhile, protectionism and an excessive orientation toward domestic interests may emerge and trigger significant changes in the global supply chain. As uncertainties increase, investment behavior may become more restrained globally. Although demand for marine transportation will still grow, a recovery and stabilization of the situation will take more time. This will require that we carefully select our investments. Instead of “controlling” investment, we will strategically and proportionately invest in areas that suit the needs of the times.

Management Plan and Numerical Targets

Improvements for Fiscal 2021 (versus fiscal 2020)

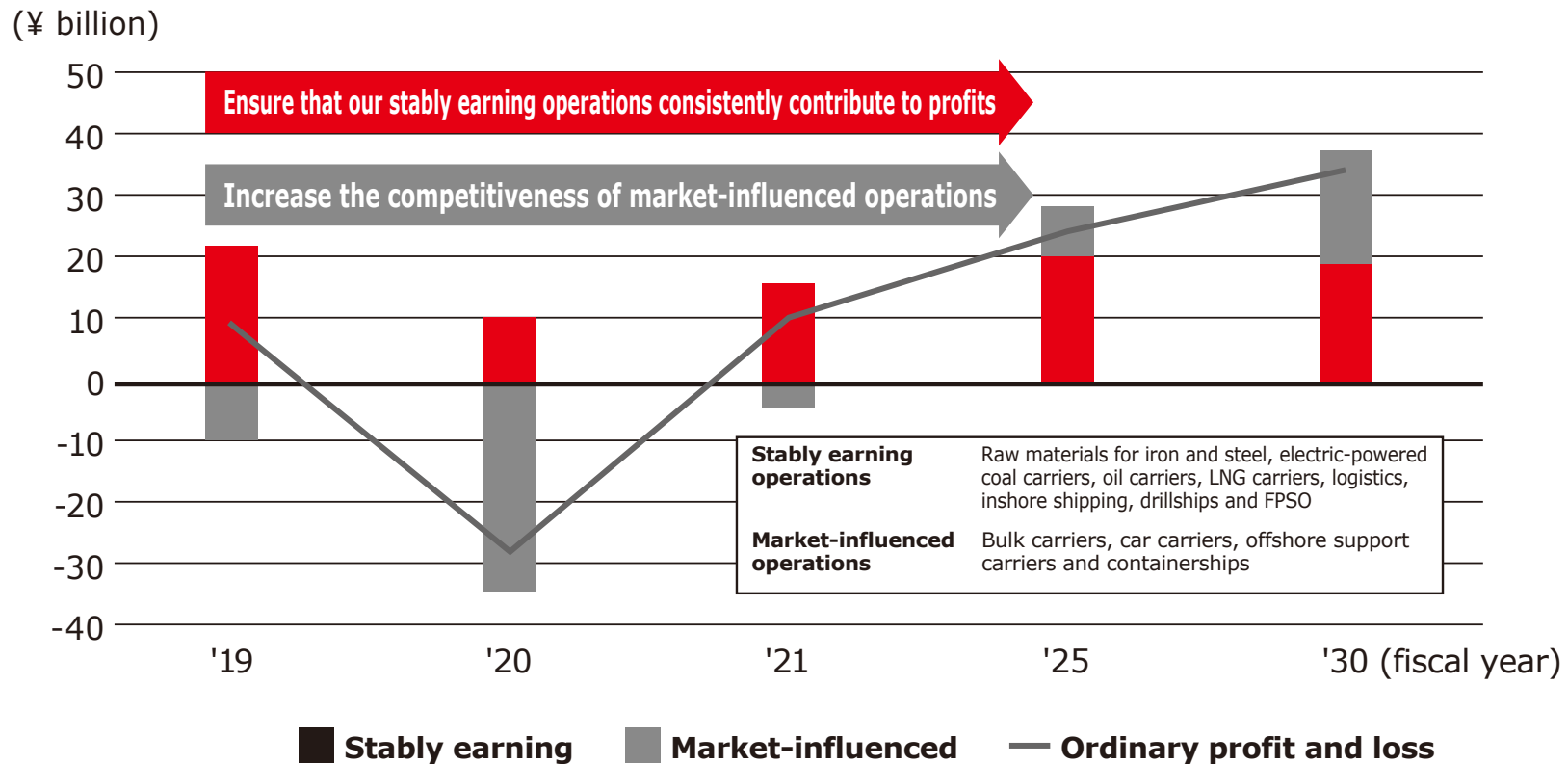
Facilitate the recovery of market conditions from the temporary slump. Recovery will gather momentum in fiscal 2022 and after.

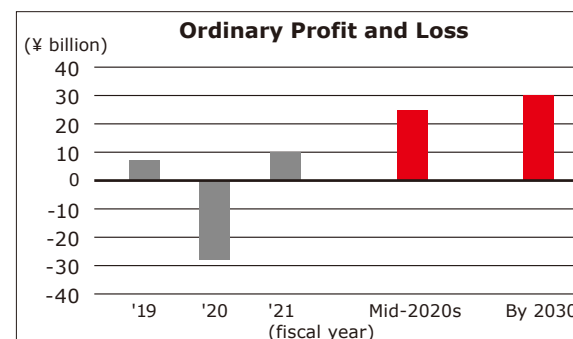
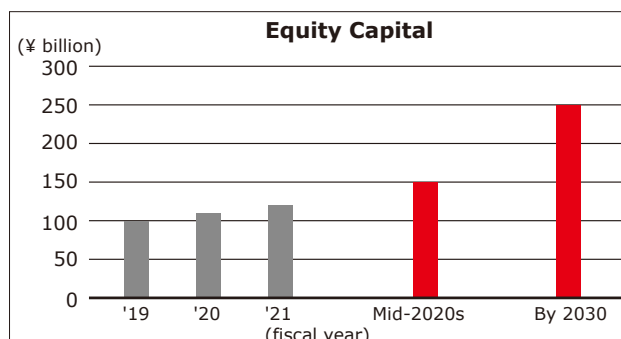


Market conditions will temporarily recover to the level of fiscal 2019 and are expected to further improve in fiscal 2022 and after.

Income and Expenditure Plan: Our Vision for Our Ordinary Profit and Loss

- Stably earning operations:** Consistently accumulate profits
- Market-influenced operations:** Optimize fleet size and continue to accumulate profits
- Containership operations:** Balance of payments in renting and chartering vessels for ONE will be improved through successive vessel returns, but ONE's business is classified as being market-influenced.





Mid- and Long-Term Target	Mid-2020s	2030
Ordinary Profit and Loss	¥25 billion	¥30 billion
Amount of Equity Capital	More than ¥150 billion	¥250 billion
Equity Capital Ratio	20%	30%

Numerical Targets

For fiscal 2021, we will ensure that plans are implemented one step at a time and expect a 10 billion-yen surplus for both ordinary and current profits.

Each of our operations has been reviewed across the board and our assumptions of market conditions have been revised to be more realistic.

Stable Earnings

We have categorized our operations into two types. Operations generating consistent earnings operations assume mid- and long-term contracts with core clients while market-influenced operations have some core clients but mainly involve short-term contracts in terms of transportation volume.

Continuing the sophistication of business management makes it possible to manage risk more strategically for each divisions. The management of invested capital will be optimized for each division. A certain buffer or amount of exposure is necessary for these operations, and we will continue to optimize the buffer and control our fleet size. Meanwhile, we will pursue an increase in mid- and long-term contracts and the expansion of our profits to improve our balance of payments. The balance of payments in the renting and chartering of vessels for ONE will be improved as the vessels are successively returned.

Business Strategy

Corporate

<ul style="list-style-type: none"> ■ Safe vessel operation ■ Enhanced ship management ■ Environmental initiatives ■ Portfolio-restructure ■ AI and digitalization measures ■ Enhanced proposal-based sales ■ Enhanced overseas network 	<p>Promote safe vessel operation even future to be continually chosen customers' choice</p> <p>Strengthen vessel management system to integrate sea and land services and promote safe transport</p> <p>Fleet management and offer services to reduce greenhouse gas (GHG) and support achievement of environmental vision</p> <p>Portfolio restructure by managing and analyzing accumulated business data to improve profitability</p> <p>Enhance business competitiveness through digitalization and other new technologies in vessel operation and management</p> <p>Enhance proposal-based sales to offer customers more attractive services</p> <p>Enhance functions of offices around the world and improve coordination to share global data and capture business opportunities</p>
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Strategies Matching Characteristics of Each Business Unit

<div style="border: 1px solid #ccc; border-radius: 15px; background-color: #f0f0f0; padding: 5px; text-align: center; width: fit-content; margin-bottom: 10px;">Dry Bulk</div>	<ul style="list-style-type: none"> Expand stable-income business, primarily iron ore raw materials transport, using environmental and added-value services Reduce exposure and develop market exposed business which is both flexible and competitive Develop business from local sites outside Japan and actively pursue new business opportunities
<div style="border: 1px solid #ccc; border-radius: 15px; background-color: #f0f0f0; padding: 5px; text-align: center; width: fit-content; margin-bottom: 10px;">Energy Resource Transport</div>	<ul style="list-style-type: none"> Thoroughly promote safe vessel operation and management while enhancing global network, which are the bases of differentiation, to remain the shipping company of choice among customers and enable meticulous service offerings Enter LNG fuel, LPG fuel and other next-generation fuel markets and launch new businesses Enter offshore wind power, solar power, CCS, carbon credit, and other new businesses linked to renewable energies and GHG reduction
<div style="border: 1px solid #ccc; border-radius: 15px; background-color: #f0f0f0; padding: 5px; text-align: center; width: fit-content; margin-bottom: 10px;">Car Carriers</div>	<ul style="list-style-type: none"> Continue rationalizing routes to form optimal network matching customers' demand trends Take initiatives to support safe vessel operation and high-quality transport while optimizing the RORO supply chain Develop global organization capable of rapidly adjusting to changes in social and transport demand trends
<div style="border: 1px solid #ccc; border-radius: 15px; background-color: #f0f0f0; padding: 5px; text-align: center; width: fit-content; margin-bottom: 10px;">Logistics/Short Sea and Coastal</div>	<ul style="list-style-type: none"> Strengthen global group management led by head office Generate distinctive logistics services available only from marine transport company Develop comprehensive logistics services integrating logistics consulting functions
<div style="border: 1px solid #ccc; border-radius: 15px; background-color: #f0f0f0; padding: 5px; text-align: center; width: fit-content; margin-bottom: 10px;">Containerships</div>	<ul style="list-style-type: none"> Fully support enhancement of ONE's competitiveness by providing superior vessels and personnel Support ONE's business operations and medium- and long-term growth as its shareholder Enhance ONE's competitiveness by introducing best practices, expanding customer services, and raising vessel allocation efficiency

■ Pursuit of the Business Strategies of Each Business Unit

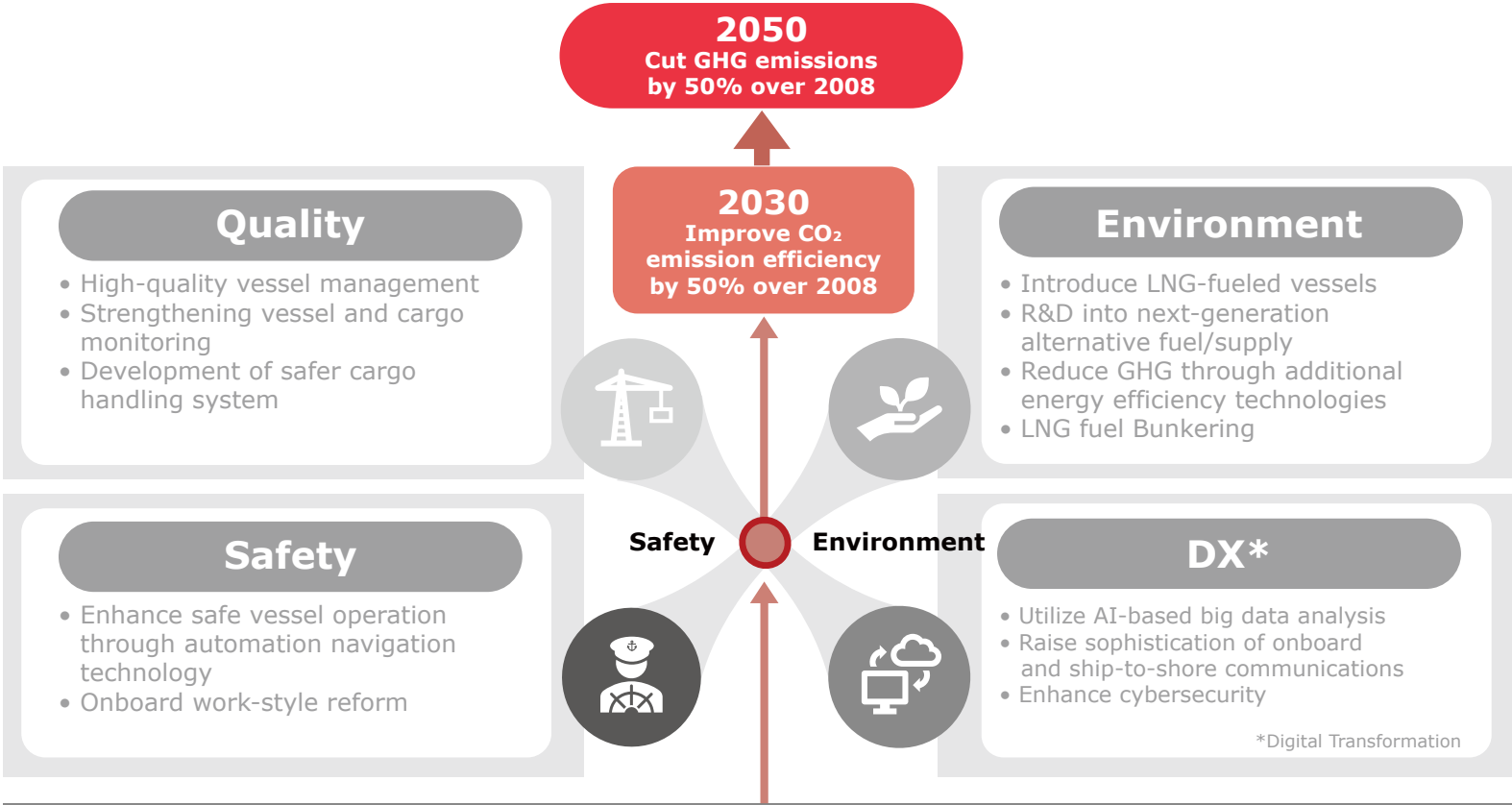
Throughout all our lines of business, we understand the importance of navigation safety, the improvement of vessel control, environmental commitment, the restructuring of our portfolios within our operations, AI and digitalization, the improvement of solution-oriented sales activities and the improvement of our overseas network. By thinking outside the box, the entire "K" LINE company will work together to qualitatively improve operations to enhance our business strategies and corporate value with a view toward investment in areas that promise growth.

- For dry bulk carriers, we will become more competitive and aggressively seize business opportunities focusing on the optimization of our fleet size.
- For energy resources, we will maintain and expand our existing operations and also pursue involvement in the domains of energy and the environment in the future.
- For car carriers, we will increase the flexibility of our organization to ensure we are able to react to changes in our clients' business operations while making our fleets more competitive.
- For logistics, inshore and domestic services, the head office will lead the improvement of our global management system and the enhancement of the quality of our logistics services.
- For containerships, we will provide ONE with good vessels and human resources and support mid- and long-term business operations and planning.

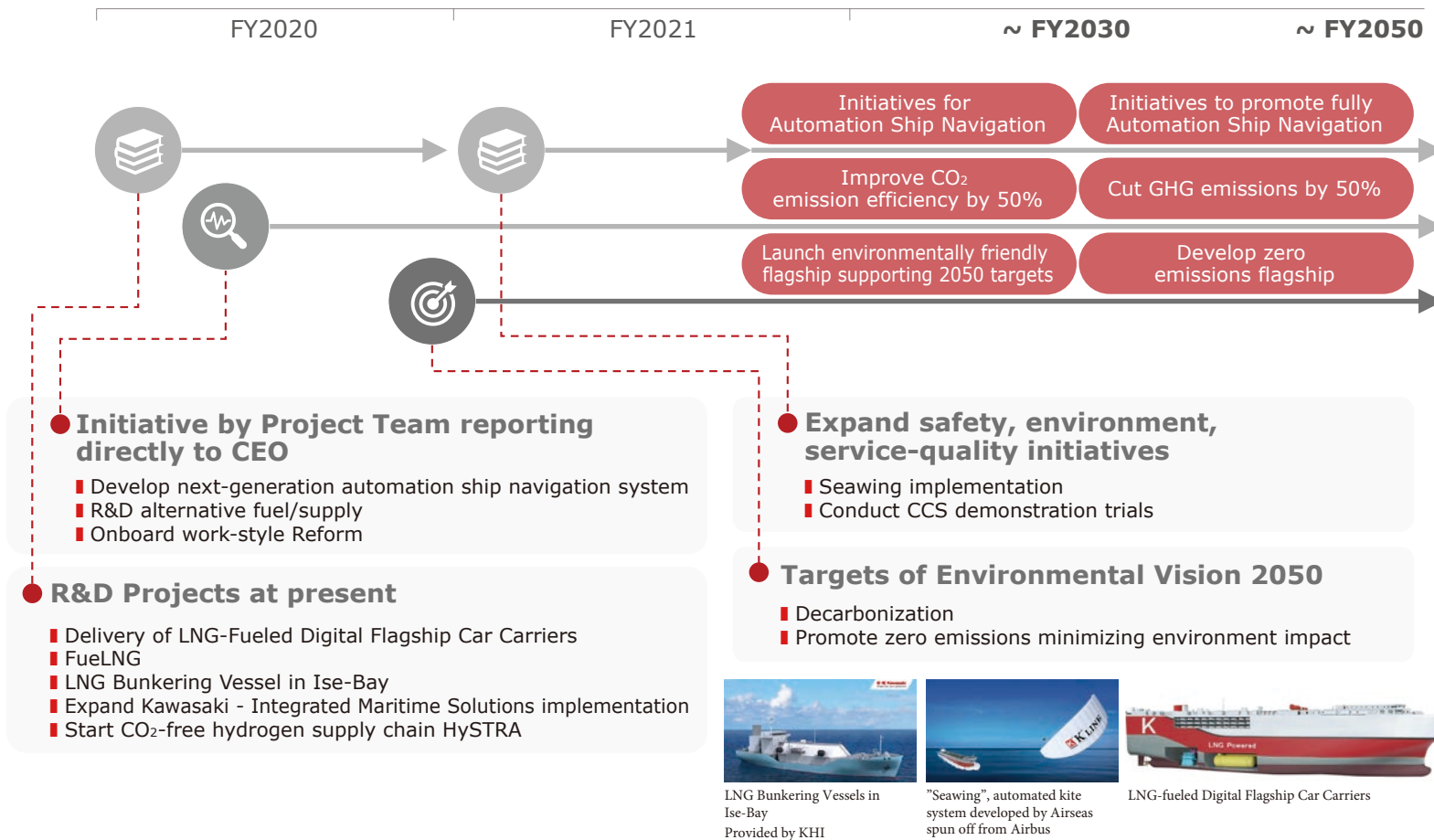
Initiatives for Strategic Growing Areas ~Safety/Environment/Quality~

Shipping Service-Quality Improvement Vision

Provide high-quality transport services featuring world-class safety and low environmental burden, driven by advanced technologies and system integration



"K" LINE Environmental Vision 2050



■ Heading toward a Sustainable Society

As demand for the development of a sustainable society intensifies, the strengthening of our commitment to safety, quality, and the environment will be more important than ever. We have published a revised "K" LINE Environmental Vision 2050, which we first developed in 2015, to reflect changes in social conditions, including changes that impact our clients. The targets set forth in the revision are more challenging than the IMO target, calling for a 40% improvement in GHG emission efficiency. We need to push forward with our initiatives in safety, quality, and the environment and our digital transformation (DX), which should support and develop our other efforts, and propose solutions based on these initiatives to our clients. To this end, we will initiate the creation of organizations and project teams that connect our sales force, engineers, offshore specialists and onshore specialists. We will continue to leverage our data on engines and meteorological and hydrographic conditions and reform the workstyles of our crews to support navigation safety and facilitate LNG fueling. Moreover, we will achieve decarbonization through additional energy-saving initiatives such as SeaWing. Looking beyond this, we will conduct more research with many different partners.



Town hall meetings were held with managerial-level staff members at head office and other locations. All of these meetings saw energetic question and answer sessions and had the goal of increasing understanding of our future management policy. Opportunities like these will be created on a regular basis to facilitate direct dialogue and communication with the management team.



The Community Where I Live – Rep. of South Africa

Contributed by Mr. Eiichi Tatsumi, "K" Line Shipping (South Africa) Pty Ltd, Durban

Sawubona!! ('Hello')

Two years have passed since I was sent to Durban, the largest port town in South Africa, for the first time from "K" Line.

The climate in the area is totally different from Johannesburg, an inland city at high elevation where I worked previously. I now enjoy the mild climate of this seaside town.

Durban is one of the most popular resort areas in South Africa, and many visitors come from Johannesburg in the summer. Surrounded by vast, beautiful beaches, well-maintained parks and beachfront promenades, it is (or used to be) an area famous for marine sports.

People embark on whale watching tours in the winter, between August and the end of October in the southern hemisphere.

The sun and full moon rise above the Indian Ocean, forming the moon's road, which is the reflection of the moon on the surface of the ocean. Those who stay at a hotel on the seacoast can witness the magical view.

The Inland areas are also peppered with popular destinations including wineries and grasslands, and people can go on safari. I was particularly impressed by the Sani Pass, a road that leads to the landlocked nation of Lesotho. The steep pass was used by Europeans during their attempt to settle in the KwaZulu-Natal Province, Durban. I took a vehicle and travelled along the unsurfaced, rough route at an altitude of 2,800 meter above sea level. I enjoyed the magnificent view from the road surrounded by national parks developed to preserve wildlife. Some people were walking. The highest pub in the world is at the top of the pass, on the Lesotho side. I could have become terribly drunk there, but I only got to look because I had to return that same day.



Sand art on the beach

The KLSSA office is located near the port. There are six employees working in the office: myself, one African, one Caucasian, and three Indians.

While the population of South Africa is 80% Africans, 10% Caucasian, and 10% other ethnicities, Indians are a larger percentage of the population in Durban than in any other region of South Africa. The racial composition of our office certainly reflects this. You see many Indian people in the city, and the majority appear to lead a more affluent life than the African people. They are the descendants of slaves brought here to work in the sugarcane fields. Nevertheless, they take great interest in education, and have actively worked in every area, including in the public institutions of Durban, since the collapse of apartheid. Indians are half of the students at the private elementary school that my daughter attends.

The racial composition of the KLSSA office is diverse and we enjoy working together, without distinguishing race, and we speak freely with each other in English. Personally, I find the English spoken by the Indians to be the easiest to understand. The English spoken by the Caucasians sounds unfamiliar to me, like an amalgamation of English and Afrikaans.

Naturally, there are a lot of Indian restaurants serving curry in the city. The great numbers of vegetable dishes available at those restaurants deserve a special mention. They serve vegetable dishes to cater to the needs of those who have chosen to be vegetarian for a religious reason, as well as for people who actively consume vegetables for their health. However, all of those curries are prepared with plenty of oil, unlike Japanese curry. Although they are delicious, they may be bad for your health if consumed every single day.

The other thing that I should mention about food is barbeque, which is called braai in South Africa. Every weekend, local families enjoy braai not only at home but also in parks and poolside at their apartments, using a special grill.

Braai is different from ordinary barbeque because they grill only meat, without any side vegetables such as onion or corn. They prepare a full meal comprised only of meat, including spiral-shaped sausages whose spirals have a diameter over 20 centimeters, chicken, beef, pork, and mutton. They chat and eat snacks and dried meat called biltong while patiently waiting until the meat is ready to serve.

When all the meat is ready, they start to enjoy it in buffet style. It is normal for people to wait about three hours as the braai is prepared, before the meat is ready to serve. Whenever South Africans gather for an occasion, they drink, talk, sing, and dance endlessly from morning until midnight. They enjoy talking a lot and they do so wherever they can.

While the number of Indians is high, Africans are still the majority of the population.

An array of handcrafted items made with beads produced by African people, such as earrings, bracelets, coasters, key holders, and Christmas ornaments are attractive and popular as souvenirs.

Flower and animal shaped ornaments made by twisting and turning wires are equally delightful. The animal ornaments, particularly the Big Five game animals in Africa: lions, elephants, leopards, Cape buffalo, and rhinoceroses, are extremely popular.



Braai in the corner of a veranda



Braai: The grill is full of sausages

You can visit the markets held in many places on the weekends and watch the wireworks being created in front of you. (You can't now, due to the lockdown.)

The Zulu are the majority of Africans in Durban and in the KwaZulu-Natal Province.

The Zulu are a single ethnic group that is admired because they fought against the Europeans until the very end. You can see their name of their tribe in the middle of the province name: KwaZulu-Natal. The airport in Durban, King Shaka International Airport, is named after the Zulu king. Many Zulus work for public institutions, and they speak Zulu. Former president Zuma was born in the KwaZulu-Natal Province.

The number of Zulu who live in poverty and are unable to speak English is extremely high. The unemployment rate of the young generation exceeds 50% across the country, including here in Durban. The central government and local governments are struggling to think of ways to create employment opportunities.

A great number of those who live in poverty are even unable to see a doctor, because of the high cost.

Nevertheless, there are mobile healthcare clinics called Transnet-Phelophepa healthcare trains, which provide healthcare service inexpensively.

The fully air-conditioned trains began travelling around the country in 1994, and stay a week in each location. They operate between Monday and Friday, seeing approximately 1,500 patients before moving on to the next location. Phelophepa means 'health' in the Sotho and Tswana languages.

A different department is in each carriage, for example internal medicine, ophthalmology, dentistry, and the pharmacy. They truly are mobile hospitals.

However, the number of African people who insist visiting a shaman instead of seeing a doctor when they become ill remains fairly high. Some even beg shamans to treat coronavirus infections, and the shamans expel evils and give them water for greater purification. It is not only the people in rural areas. Factory workers in Durban still believe in shamanism, which is an indication of the unique blend of indigenous cultures and modern civilization.



A handcrafted hippopotamus made with beads



Santa with a surfboard: A display made with beads at King Shaka International Airport



Bountiful catch during the Sardine Run



We see beggars on every corner. We were advised not to approach them for safety reasons. The majority are Africans, but there are some Caucasians. The Black Economic Empowerment program launched by the South African government may have caused them to lose their job.

The history of Caucasians is complex. My general understanding is that there were conflicts between early German or Dutch settlers and people from Great Britain, which ultimately led to the tragic Boer Wars, which we all learned about in our world history lessons.

Each descendant has their own history, and they are intertwined with each other, creating a complex society. Nevertheless, South Africans believe in the importance of forgiving each other, which has helped forge the identity of current South Africa, and many feel they owe this to Nelson Mandela, the country's first President after the collapse of apartheid. It is evident that the local people still think highly of him. You can see his portrait printed on every denomination of the local paper money.

Regrettably, South Africa is occasionally described as the country with the worst public security. Even near Durban, there are some extremely rough areas.

One of the contributing factors is poverty, and the coronavirus pandemic has made the problem worse.

This is precisely why it is important to think of the former President Nelson Mandela, who was imprisoned for 27 years as an anti-apartheid revolutionary, and be hopeful about the future.

Despite the many challenges he faced, he never gave up hope, and learned and acted tirelessly. His attitude continues to inspire the people of South Africa to this day.



Shakaland



Christmas light display



Transnet-Phelophepa healthcare train

Stories from Indonesia

Contributed by Mr. Goichi Tsuruta, PT. K Line Indonesia

Here in Indonesia, we have been in phase one of relaxing the "large-scale social restrictions" (PSBB) since June and have been allowed to restart business operations on the condition that we take steps to prevent the spread of the coronavirus. Restaurants and shopping malls have opened as well, but the infectious spread is showing no signs of slowing down. Indonesia practices monotheism as national policy, but it also values diversity and tolerance. Even amid the spread of the coronavirus, I hear stories that are so typical of Indonesia, a place where tradition and supernatural beliefs coexist.

Shamans are still alive and well and closely involved in people's lives in the farm villages of Java and islands of Indonesia. I hear many of illness and injuries are healed by the shaman. In fact, a truck belonging to one of the Group's land transportation companies toppled over in an accident a few years back. The manager went to the hospital where the injured driver had been taken and was told that his family had come and taken him away. So the manager went to where the family lived in Central Java, where they were told that they wouldn't be able to meet him for a few days since he was currently being treated by a shaman. After that, he never returned to the company. Now, the governor of Central Java is lamenting that they can't get a grasp of the coronavirus spread since many with symptoms go to the shaman instead of the hospital. There are also sad cases where popular shamans have become infected because so many people have come to them.

In addition to the shamans, there are people called healers. They heal illnesses and mental diseases with their mysterious powers like hand power. There's a popular woman healer called Ms. Ningsih Tiampi in East Java. You can even see videos of how she heals people with hand power on YouTube. She then started selling a "liquid medicine for treating corona." The authorities have even verified its safety. She says that, "If you drink this solution that's been imbued with my prayers, it'll work like a vaccine to protect you from infection and those infected will be healed there and then." It's 30,000 Rupiah (= about USD2.0) a bottle (a bottle of coke costs about 7,000 Rupiah, by the way). I hear she has more than a million followers on social media. I'm sure she'll build a corona palace in the near future.

According to an article from the August 13 issue of the Japanese-language free newspaper Lifenesia, the Indonesian Institute of Sciences (LIPI) has started clinical testing of an immunoregulatory drug derived from herbs grown in Indonesia at a hospital with a ward for coronavirus patients. Apparently it's a blend of ginger, sembung, and other medicinal herbs.

In Central Java, there's a mountain called Mount Lawu, with an elevation of 3,265m, that is revered as a sacred mountain. On July 18, a young man was seen running up the mountain collecting firewood while wearing nothing on his upper body and shivering. Other climbers filmed him and uploaded it on social media. The man kept repeating the words "For my aunt." Some days later, the man was found dead. The cause of death was likely hypothermia. Local residents say that one strange phenomenon at the mountain is that you can hear hustle and bustle as if from a market. They say there's a jinx where you have to discard something you're carrying if you have auditory hallucinations like that or it might become a matter of life and death. It's the Indonesian version of Tono Monogatari.

People who violate the large-scale social restrictions, for example by going outside without a face mask, are penalized. They are fined up to 120,000 Rupiah (about USD8.2). When application of this penalty started, in areas where these fines were imposed, some were made to pick up garbage or do other social service activities instead of paying the fine. The police also announced that people could be made to reflect on their mistake by having to sing the national anthem on the spot or, if they were embarrassed to sing, having to do push-ups. (In the neighboring country, Philippine, the president says people not wearing masks should be shot... Which country do you support?)

In Indonesia, deceased Muslims are buried (interment) within 24 hours after death following ceremonies prescribed by their teachings. By contrast, deceased corona patients are securely wrapped (like Japan) and buried within four hours. According to an article in Lifenesia, there have been several cases where family members steal the body during transportation or exhume it after burial. The reason is that "the burial goes against Islamic law." However, direct contact with the body can infect the family members.

Eid al-Adha (feast of the sacrifice), one of Islam's two major events alongside Ramadan, was celebrated from July 31 to August 3. For this occasion, neighbors pool money to buy cows or goats. Rich people donate cows or goats to the mosques. People gather at the mosque or on squares in residential areas on the day, where they share the sacrificial meat, which has been offered in the Islamic way, with the poor. Surplus meat is shared by family members, friends, and neighbors. In this way, the feast of the sacrifice follows a charitable teaching of the rich helping the poor. It also teaches the children gathered for the feast the preciousness of life as we live based on the sacrifices of precious lives. Yet I'm also told that as the fridges are filled with many kilos of meat in the evening, this causes much consternation to mothers everywhere... I just happened to be browsing Tokopedia, Indonesia's biggest online shopping site, and saw this being sold (bottom photo).

As you've inferred, it's for the feast of the sacrifice. It seems it can be delivered. I think this is for people who can't buy it jointly with neighbors, such as residents of apartment in Jakarta and other big cities where people tend to live in nuclear families, and people who can't go home to the countryside because of corona, who then donate it to their mosque or the community they come from.

Feasts of the sacrifice were held also this year under the condition that measures are in place to prevent the spread of infections, but news photos show that most people gathering weren't wearing masks... The number of new infections a day in Jakarta used to be 200-300 persons, but two weeks after the feast of the sacrifice, it's now 500-600 persons.



Cooperating Free of Charge in the Transport of Masks for Corporate Members of the Camara Chileno Japonesa de Comercio e Industria via Car Carrier (M/S: GALVESTON HIGHWAY)

Contributed Mr.Toshiharu Takiguchi, "K" Line Chile Ltda

As infections spread from China, COVID-19 arrived here in Chile, South America, in the autumn month of March, far away from Japan. COVID-19 relentlessly hit even the residents of Santiago, which had looked on the virus as an event on a distant shore. Suddenly, infections spread, the government declared a state of emergency, the national borders were closed off, and regulations prohibited leaving the house starting on March 18. The stay at home orders lasted for four months until the end of July and companies had to continue working from home.

Life with limitations has continued, with rioting and looting as part of an anti-government movement that occurred last October before the pandemic and continuing this year, and government-enforced martial law, with regulations that prohibited leaving the house due to the coronavirus pandemic. Japanese companies active in Chile gathered around a goal of promoting the development of management and official activities, and directors (ten members under president Hayakawa, with "K" LINE also being a member) of the Camara Chileno Japonesa de Comercio e Industria ("The Chile-Japan Chamber of Commerce"), established as a non-profit organization to serve as a place for permanent communication, holds meetings online every week on Friday morning to understand COVID-19 infections, government trends, medical information, and the public security situation, and to support the economic activities of companies in Chile.

By the middle of May, I received reports that there were companies struggling to acquire masks. They were troubled, as even if masks were available, they were of poor quality or were expensively priced online. At that time, I heard from Watts Peru president Oyama in Peru who had looked out for me, saying that if it was any help, it seemed he could arrange for some masks in Japan. The directors' meeting also spoke about how they were grateful. It was decided that the Camara Chileno Japonesa de Comercio e Industria would purchase the masks, and that they would be distributed free of charge. After the directors' meeting, we spoke with South American team leader Kokura from the Car Carrier Business Group about cooperating with transport using a "K" LINE car carrier. We received a positive response, as he said he wanted to help as much as possible. We were so grateful. We then consulted with the relevant parties, accommodating mask arrangements and the car carrier schedule, and after time for procurement, the "GALVESTON HIGHWAY" was loaded with masks in the departure port of Yokohama on July 1, arriving without issue at the Port of San Antonio, Chile on August 15, with the masks arriving at our warehouse on August 22 after passing customs. We began delivering the masks to Japanese companies in Chile today (August 31).

"K" LINE cooperated with marine transport, passing the masks through Chilean domestic customs, and land transport free of charge. We have received messages of thanks from Japanese companies who have received masks. I am so grateful for the warm cooperation in the marine transport of these masks.



iGracias por su amistad!