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Tokyo Bay Uruga Channel

Contents

Special Feature

04 The Tokyo Bay Fortress & The Port of Yokosuka

LOGISTEED Track & Field Club —Athletes at Work & Play—

10 Jonathan Ndiku

Some Notes from the Masters

11 Singer-songwriter and radio personality Usui Miton

14 Topics

Cover

War ruins at Sarushima

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View of Sagami Bay from Soleil Hill, Yokosuka City

2024: Logistics Moving Forward

We are now finally in 2024. I hope that all of you enjoyed the holiday as you took the time to think about your ambitions for the coming year.

We've got the Paris Olympics this year. You might feel like it's too early for the Olympics again, especially because the Tokyo 2020 Olympics were postponed by a year.

Just remember that the Paris Olympics will feature breakdancing as well as interesting new events, and that's something to look forward to. Olympic events and content are updated every time they are held, giving this historic sports tradition new life every time.

The logistics and distribution sector is facing various challenges in Japan. These issues include the "2024 Logistics Problem," which caps working hours for drivers under the Work Style Reform Act, as well as

severe labor shortages caused by the twin problems of falling birth rates and the aging population. To address these numerous issues, we are moving relentlessly forward with automation, labor-saving, robotics, and DX (digital transformation)—all of which would change not only our organization but our business itself.

As society changes, we constantly work to resolve obstacles to innovation. We also strive to create a society where we do our part for decarbonization and the recycling-based society, and also to build and proceed with resilient, sustainable logistics services. It is our hope that 2024 will be a touchstone year for engendering an upbeat future, and achieving some of these goals.

The Tokyo Bay Fortress & The Port of Yokosuka —Yokosuka plays a major role in modernization—



During the Edo Period (16th-19th century), the course of Japanese history was forever altered when Commodore Perry arrived at Uraga, Yokosuka, with four warships. Shipyards were subsequently constructed at the Port of Yokosuka for the purpose of constructing Japanese warships, which were part of initiatives designed to modernize the nation's navy. At present, the Port of Yokosuka has many different aspects, including trade and tourism.

Commodore Perry arrives —and Japan is opened to trade, shipyards constructed

Yokosuka, which lies in the center of the Miura Peninsula, had been opened as a naval port since long ago. From the Kamakura Period (12th-14th century) to the Muromachi Period (14th-16th century), the Uraga and Fukaura areas had been used as harbors. In addition, the distance to Futtsu City, Chiba Prefecture—visible on the opposite shore from Hashirimizu—is only about seven kilometers. The straits in between are known as the Uraga Channel. Because Uraga served as the gateway to Tokyo Bay, and was also home to a fortress, a magistrate's office was established there during the Edo Period.

When Commodore Perry's four warships (the "Black Ships") arrived at Uraga in 1853, fishermen fishing abalone at Jogashima Island—located at the edge of the Miura Peninsula—one day witnessed a large object spewing black smoke coming toward them at a great speed. The story goes that they were so shocked and taken aback that they made their way to the local branch of the magistrate's office as fast as they could.

The arrival of the Black Ships was the catalyst for the Edo government's shift from closed to open nation. In order to resist the United States and Europe, Japan embarked on construction of warships, requesting the assistance of France on shipbuilding. Yokosuka was

chosen as the shipbuilding location due to its favorable topography and water depth.

Dock No. 1 was completed at the Yokosuka shipyard in 1871. The Yokosuka Naval District of the Imperial Japanese Navy, as it was known at the time, was located at Yokosuka Bay, which became a key location in the modernization of the Japanese navy. A large number of warships were built in this area through the Pacific War.

The postwar Port of Yokosuka —Naval port cruises prove popular—

After World War II, the port facilities were seized by the U.S. military, at which time they were used as a repair facility. At present, it continues to serve as a military port—for both the U.S. military and the Japan Maritime Self-Defense Force. Tourists are also drawn to the area by private leisure tours such as the YOKOSUKA Naval Port Cruise, which treats visitors to a tour of Yokosuka Bay from atop the water.

Meanwhile, Yokosuka City manages port facilities other than those of the U.S. military and the Self-Defense Force. Approximately 61 kilometers of coastline stretching from Oppama to Nobi comprises the harbor area, which can be broken down into a total of thirteen different port areas. Together these thirteen areas comprise the Port of Yokosuka. These harbor areas offer different uses, including a dedicated pier belonging to Nissan Motor, and a ferry route.



Mikasa Park, a major attraction of Yokosuka. The battleship Mikasa, one of the world's three largest historic memorial warships, is preserved and displayed here. There is also a statue of Marshal-Admiral Togo Heihachiro.



Vantec Corporation
 Manager, Harbor Transportation Division
 Harbor Transportation Department
 Business Control Division
Kadowaki Shinya

Kadowaki remarked about the attributes of the Port of Yokosuka: "It's about the fact that Yokosuka is a naval port. When I took the Yokosuka Naval Port Cruise, it was an interesting feeling to see my workplace from atop the ocean."



The Nissan Motor Corporation dedicated pier is located in the Oppama area, Port of Yokosuka. This area is also home to the sales office of the Vantec Corporation Harbor Transportation Division.

A new era of Ocean Freight: an environmentally-friendly option

Facilitating the modal shift

Japan's ports and harbors play a key role in this island nation's logistics and distribution industries. In the foreign trade sectors, 99.6% of imports and exports (weight base) are transported by ship. Domestic cargo transport is comprised of about 50% by car, 40% by ship, and 5% by railway. For distances of 500 kilometers or greater, ships carry 50%-plus of the total, and roughly 80% (2017) for distances of 1000 kilometers or greater. Without ports and the logistics sector, Japan's pervasive comfortable-and-safe lifestyle would be severely compromised. In addition, as global environmental issues such as global warming gain more attention, the Ministry of Land, Infrastructure, Transport and Tourism is also encouraging a modal shift to more environmentally-friendly options, such as from autos to ships and railways. Comparing CO2 emissions during transport, ships emit only about 20% of the volume ships emit.

Further, as of 2024 and the enactment of the Work Style Reform Law, we will need to address the issue of reduction in truck driver hours.

Ferry transport, which cuts driving distances, is a solution that meets the changing needs of the times. Looking at the issue from a multidimensional perspective, the role of ports and harbors will only increase in the future.

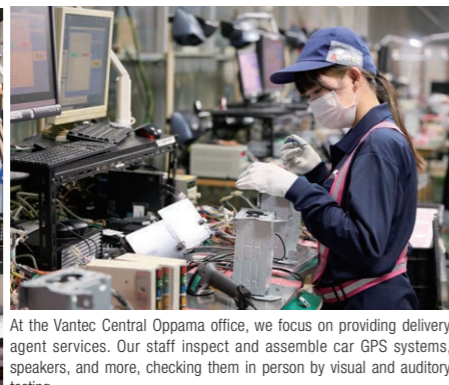
Auto parts transport along the Kanto-Kyushu artery

The Port of Yokosuka serves as a loading and unloading site for various kinds of cargo, but also is unique in another way: the Oppama area is home to the Nissan Motor Corporation Oppama Plant, and there is also a dedicated pier at the port for Nissan. Some of Nissan's popular models, such as the Note and the Leaf, are manufactured at the Oppama Plant.

Nissan also has a major plant in Fukuoka Prefecture—the Kyushu Plant. The company transports auto parts between this location and the Oppama Plant on a daily basis. There is a dedicated pier for the Kyushu Plant at Kanda Port (Kanda-machi, Kyoto-gun, Fukuoka Prefecture).

Transport on the main artery linking Kanto and Kyushu is overseen by Vantec Corporation's Harbor Transportation Department. The office is located on the Nissan Motor Corporation dedicated pier in the Oppama area. It is equipped with 11 tractor units and semi-trailer platforms.

Transport ships depart from the Oppama area six nights a week, except for Sundays, arriving at Kanda Port in the early morning two days after departure. Cargo collected on the day of departure is shipped out the same day, and picked up in the morning at the delivery destination.



At the Vantec Central Oppama office, we focus on providing delivery agent services. Our staff inspect and assemble car GPS systems, speakers, and more, checking them in person by visual and auditory testing.

Boosting added value by providing delivery agent services

Meanwhile, in contrast to the Kanto-Kyushu artery, the Vantec Central Logistics Corporation, Kanto Sales Department Oppama office facilitates production at the Nissan Motor Corporation Oppama Plant with logistics in the Kanto region. The office sits directly in front of the Oppama Plant. There is also a warehouse on the site.



Large numbers of small-quantity cargo packages are collected at the distribution center. Here, instead of being stored as inventory, they are immediately loaded onto trucks for delivery to the destination; this is known as the "cross-dock" system. We also utilize the "milk run" system of procurement and logistics, where cargo is loaded onto a single truck as it stops at multiple locations.

LOGISTEED acts as an agent to provide the full range of delivery services including receiving cargo, picking at the warehouse, inventory management at the warehouse; as well as inspection, assembly, and re-packing in response to shipping and other requests. One of the strengths of Vantec Central Logistics Corporation is to bring added value to our logistics services, by applying our extensive know-how and meticulous attention to detail.

The Port of Yokosuka was the stage for the historic landing of Commodore Perry. In the future, as the times change, the role of the port will doubtless continue to change and develop.

Vantec Central Logistics Corporation, Kanto Sales Department Oppama office Overseeing inspection of car navigation, speakers, and more

The most prominent feature of the Vantec Central Kanto Sales Department Oppama office is the fact that the Nissan Motor Corporation Oppama Office is located directly in front of the Oppama Plant. The majority of the cargo handled here is also comprised of auto parts, which are a variety of different shapes, sizes, and materials, including the engine itself, body parts, molds, screws, and more. Our highly experienced employee drivers are trained to safely and accurately load the cargo and deliver it safely to our customers.

We also specialize in delivery agency services. In accordance with requests from customers, we inspect all built-in auto speakers to make sure they work correctly by actually turning them on, and by checking sound quality as well. We also

inspect car navigation systems to make sure they function properly. In some cases, we even assemble products using electrical tools. One by one, our inspectors go through a checklist of items created in accordance with regulations.

Kitagawa Kazuya, Director of the Sales Department, remarks: "Instead of having a single employee oversee the same thing day after day, we try to ensure that they develop multiple skills. We have some younger employees as well, but even they are trained to do everything."

He adds: "When we talk about distribution, we don't mean only transporting commodities. It's our

strength to give our customers the added value that makes them happy. By being meticulous about our work, we truly expand on the possibilities of logistics and distribution."



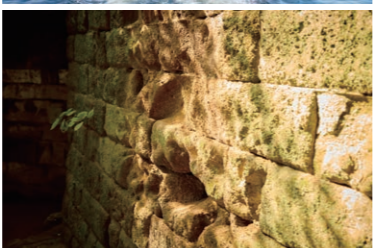
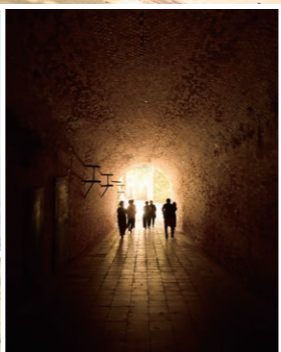
DATA	
Address:	Natsushimacho 2873-1, Yokosuka-shi, Kanagawa Prefecture
Tel:	+81-46-865-8371
No. of employees:	Approximately 170
No. of vehicles:	114

Kitagawa Kazuya
 chief
 Vantec Central Logistics Corporation
 Oppama office

Tokyo Port's only uninhabited island Sarushima

Sarushima is located about 1.7 kilometers off of Yokosuka, and about ten minutes by boat from Mikasa Terminal. The only uninhabited island in Tokyo Bay, it is a small island measuring approximately 450 meters from north to south. There is evidence that people lived on the island in ancient times, but since the nation's medieval and feudal periods onward, the only time people have been on the island was for festivals.

As of 1870, the area came under military jurisdiction, at which time it was deemed such an important location that a fortress was built there. The ruins of these buildings remain to this day, and visitors are free to tour the old brick barracks, ammunition warehouse ruins, and more. One can also observe the differences in bricklaying between the French and British styles, both of which were used during different time periods. The name "Sarushima" means "monkey island," yet no monkeys inhabit the place. Instead, the name comes from its association with the Buddhist sage Nichiren. Visitors can, however, enjoy the island's old-growth forest, birds, insects, and more.



Ruins of the old fortress on the island, designed to protect the Tokyo harbor coastline, remain to this day. There are also brick tunnels. For visitors wishing to learn more details, we recommend the guided "expedition" tour. This tour can be requested locally.

The many faces of the Port of Yokosuka: auto manufacturing plants, fishing harbors, and natural coastline

The Yokosuka - Shinmoji ferry route

Iwamoto, Port Sales Coordinator of the Yokosuka City Office Port & Harbor Planning Section, and Morimoto told us about the charm as well as current trends at the Port of Yokosuka.

Morimoto remarks: "The Port of Yokosuka can be divided into thirteen harbor areas, each with different characteristics, and this is its most important attribute. These include harbors with auto manufacturing plants and shipyards, ferry routes, fishing and even natural coastline despite its location in Tokyo." He also recommends the Yokosuka market, located in the New Harbor area, for both sightseeing and eating out. The city government is focused on making greater use of the Port of Yokosuka. Amongst possible plans is the development of 15-20 hectares of new reclaimed land in the New Harbor area, which is located next to the city's central districts.

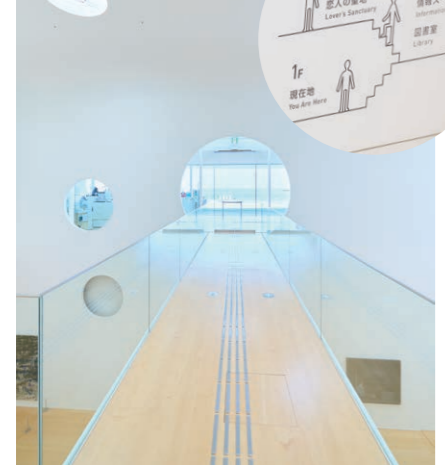
Starting July 2021, a new ferry service was launched linking the Port of Yokosuka with the Port of Shinmoji (Kitakyushu City) in 21 hours. Iwamoto says: "I took the ferry once. It even had an open-air bath, and it was a very comfortable way to travel." Yokosuka has a lot of fun things to do!



Iwamoto (right), Port Sales Coordinator of the Yokosuka City Office Port & Harbor Planning Section, and Morimoto (left). Both were born in Yokosuka City.



The Port of Yokosuka (map provided by Yokosuka City)

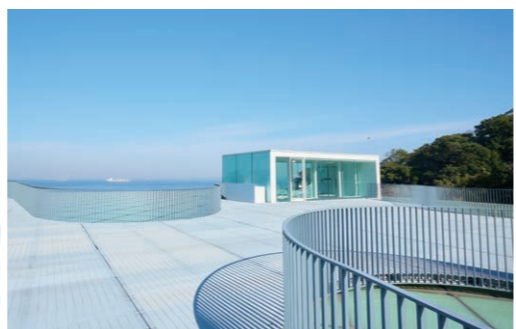


Top and bottom: This structure takes advantage of the museum's open space, with large and small round holes on the ceiling and sides, from which visitors can view the ever-changing scenes on the outside. Center: The museum features Yokosuka-kun, an original pictogram, which provides easy instructions for touring the museum.

A spectacular view of ocean and greenery: a work of art in itself The Yokosuka Museum of Art

The Yokosuka Museum of Art is surrounded by the lush nature of Kannonzaki Park, with a view of Tokyo Bay to the front. The building was built based on the concept of integrating the structure with the surrounding views, also incorporating the area topography. A large part of this low-rise building is underground, blending remarkably with the mountain area's mountain views from the ocean side.

The museum has a light-and-bright, open atmosphere conducive to visits by parents and children together. The facility also focuses on workshops for everyone ("Everybody's Studio") and educational projects. The museum's exhibitions, which include one on the Japanese bomber jacket—a fashion item typical of Yokosuka—and the Unkei (a historical sculptor associated with the area)—exhibit are always meticulously crafted.



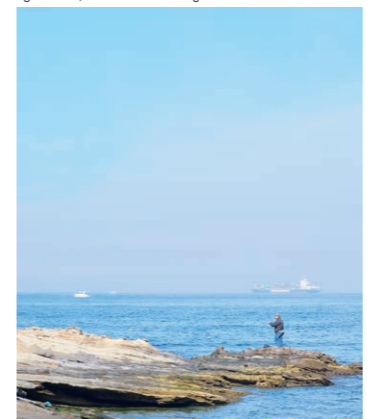
Left: Section Manager Okamoto (left), who showed us around the museum, and Yashima (right) Right: The museum roof can be freely accessed from the outside.



When you come to Yokosuka, don't forget to sample the Yokosuka food!

The "Yokosuka navy curry," which was re-created based on a Japanese navy recipe, and the "Yokosuka navy burger," which came from the Yokosuka U.S. Naval Base, are two dishes that Yokosuka is known for. Lots of different shops offer them, so give them a try!

The Uruga Channel of Tokyo Bay, seen from the Kanagawa Prefectural Kannonzaki Park. This Park was at one time an important military fortress location. It is home to Japan's first European/American style lighthouse, the Kannonzaki Lighthouse.



The Dobuita street, filled with gift shops selling items such as the Japanese embroidered satin jacket, as well as some of Yokosuka's well-known eateries

Jonathan



Ndiku

Jonathan Ndiku is a Kenyan runner who has been part of the Logisteed Track & Field Club for twelve years, since the Club was created. He is known for his performance in the 3,000 meter steeplechase, amongst other events. We asked him about his life as an athlete in Japan.

Where were you born?

I was born in a town called Syumbuni in Machakos County, Kenya. Machakos, a major urban area, is located some sixty kilometers from Nairobi, the capital of Kenya.

When did you start doing track and field?

I started when I was about ten years old. At first I was not very fast, but things changed when I began to perform well in international competitions from around the time I was in high school. I won the World Youth Championships, at which time I was scouted by the Hitachi Cable Marathon Club. I decided to go to Japan in 2008. I have been part of the Logisteed Track & Field Club since 2012.

Did you have any concerns about coming to Japan?

Not really. I'd heard about Japan from Mayaka, another Kenyan runner who came to Japan before me. The head coach of the Hitachi Cable Marathon Club created a training program just for me, and he promised to make me a competitive runner. Because of these things I didn't have any concerns.

Are there places in Japan where you go often?

I go to the convenience store every day, where I buy milk, water, and onigiri rice balls. I like the onigiri with topped with boiled egg. I also buy chocolate to replenish my sugars after training.

What do you eat on a daily basis?

I often cook for myself. I make ugali (a sweet white corn four boiled in hot water and kneaded), which is a staple food of Kenya, and eat it together with vegetables and milk. It's seasoned simply, which salt only. The flour used to make it isn't available in Japan, which is an inconvenience for me. I buy it and bring it back with me when I go to Kenya.



The white stuff in the middle of the picture is ugali

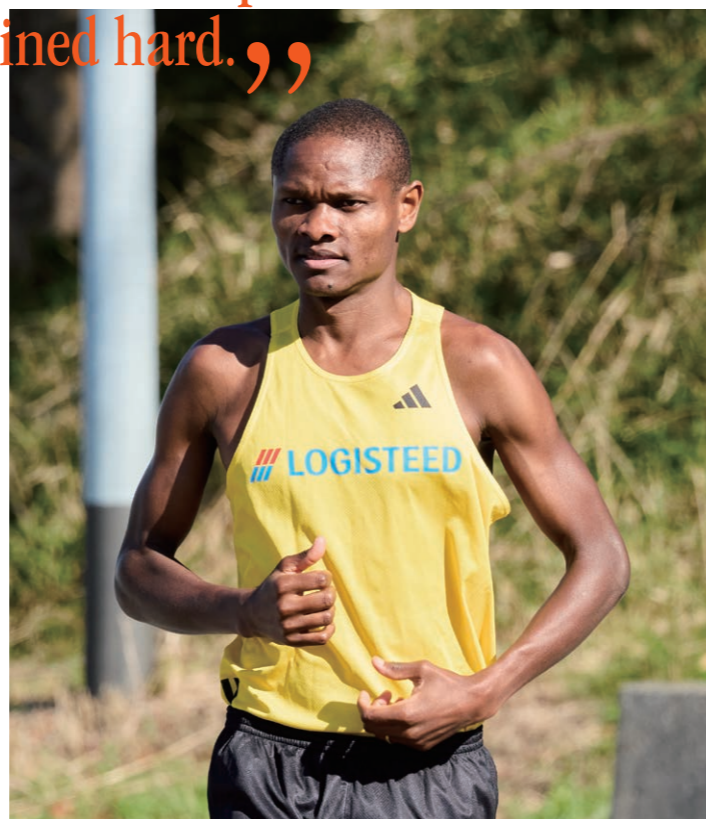
“ I decided to go to Japan because I was promised that I would be trained hard. ”

What is your speciality?

Since the time I was competing in youth races, my event was the 2,000 meter steeplechase, and so that's been my main one. Later, in high school and after I began working, I became better at the 3,000 meter steeplechase. At present I also challenge myself to the 5,000 and 10,000 meter races.

What are your goals from now on?

My future dream is to take what I've learned in Japan to identify and support young track and field talent in Kenya. For any runners going to Japan like I did, I want to inform them of what it's like in Japan for competitive athletes, and also to make them feel comfortable about going to Japan and encourage them to do so.



Some Notes from the Masters

達人ノ音

vol 3 The word "Wadachi" written in kanji characters is comprised of the two words "harmony" and "master." Here we are pleased to introduce masters of their crafts from various fields.



Usui Miton has a radio program where he uses his voice to tell a story in vivid imagery.

Singer songwriter, radio personality
Usui Miton

The Friday voice log is broadcast Fridays on TBS Radio, from 8:30 am-2:30 pm, for five and a half hours. Usui Miton serves as the radio personality for this show, while his "regular job" is singer-songwriter. His background includes playing music in the United States, and has also been involved in music production. His way of speaking is understated, which makes him easy to listen to, and his choice of words evokes clear imagery. We asked Usui about his life as a musician so far, and about how that experience is incorporated into his show.



Search his YouTube channel for the “Friday Voice Log” and you’ll see his videos called “Music Column.” In these videos, Usui Miton discusses music topics with his guests for about 15 minutes, drawing on his work as a singer-songwriter and radio personality.

He covers a large array of different subjects. Topics include questions on the modern music world, such as who owns the copyright to music created by AI; searching for the essence of music such as where certain jazz rhythms come from; and delving into the music background of singers and other famous musicians.

This material came from the Music Column, which is part of the Friday Voice Blog, a five-and-a-half-hour TBS radio show running from 8:30 am to 2 pm. The Column videos are uploaded. Usui is the personality of the show, and his job involves writing scripts of roughly 4,000 characters each week, under the Music Column.

Home recordings with legendary musicians

Usui’s mother was a piano teacher, and he learned cello starting from when he was a young child. He also led band practice in junior high and high school. After graduating from high school, he enrolled in the Berklee College of Music in Boston. However, he soon dropped of school, deciding instead to move to Los Angeles, where he played guitar professionally.

He later returned to Japan around the year 2010. Gathering up some home recording equipment, he once again set out for

the United States, at which time he visited legendary musicians around the country.

“I travelled around the famous music places of the United States, including New York and Muscle Shoals, and also visited the homes of legendary musicians of the 60s and 70s, such as Will Lee and Jim Keltner. We did some recording sessions together,” says Usui.

There is a reason he was able to meet with these people. When they had come to Japan to play, he had made it a point as a fan to go and see them. Handing them demos, he asked if he could visit them next time—and they said yes!

“It might seem outrageous in the music world, but they were getting older and I thought it was now or never. They were kind of surprised when I actually showed up—as if they hadn’t really expected me to come—but they welcomed me warmly.” It was a special experience for Usui, leading to performances and his first album.

Things I learned from my geography teacher

Later, in October 2020, Usui—who had been going on live tours



The Friday Voice Log is broadcast from the TBS radio studios in Tokyo and every Friday. Since it’s a live broadcast and he has to keep a tight schedule, he carefully writes up a script ahead of time each week.



To make things easier for listeners to understand, at times he will bring his electronic keyboard and play melodies to help explain the musical background.



and engaging in music production, became the personality behind the Friday Voice Blog. Originally a four-and-a-half-hour show, it was extended to a five-and-a-half-hour show in October 2023.

“Someone asked me to do it and I guess it was just meant to be, but before that I’d never thought I’d be a radio personality. It was early fall, and I just assumed it would go until around the spring, and so I had prepared myself for it to end quickly,” remarked Usui looking back.

The show is not just about musical themes, but also about cars, cameras—whatever the audience is interested in. Usui has a low-key voice and speaks clearly—so he’s easy to listen to. He also explained the background to his particular style. He speaks in such a way that his voice evokes the story he describes for his listeners.

Usui says: “I’m happy if people get that from me. When I was playing music in L.A. a long time ago, I remember getting a really strong impression when I went to see singer-songwriter James Taylor. His singing voice is so clear that even non-native English speakers can understand him well. He really tells a story when he sings. He’s got superior technique, and on top of that his music is simple with a message. James Taylor’s music is my ideal music, and since I’ve got this opportunity to be a radio personality, I’d like to emulate his style for my radio show.”

Usui says he was also influenced by his geography teacher in junior high and high school: “During spring and summer vacations, my geography teacher would travel to Central and South America, Eastern Europe, and more by himself, so that he could get an immersive experience in countries around the world. And then he would teach us everything about that experience over the next semester. It was so interesting! And in fact, his stories also captured everything we needed to learn in class in accordance with teaching guidelines. I wanted to be like him, and he was a role model for me.”

The overlap between logistics and music

There is a section of Usui’s program called “Getting Excited About Logistics.” In it he interviews people involved in the logistics. The LOGISTEED Café section of the program introduces various events related to the logistics field.

Usui remarks: “When I travel in Japan, I load everything I need for live tours, including my instruments and equipment, into my van, and I take the highway to get where I’m going. When I’m done with a performance, I get in the van and drive to my next destination through the night. This is the same for truck drivers who drive around the country. And so I’ve had a kind of affinity with truck drivers in the logistics and distribution sector.”

“So it made me happy that there would be a special section in the program on the theme of logistics. In the past I felt there was some degree of separation between regular drivers and distribution/logistics truckers on the highway, but I think that this part of the program can break down that barrier. I really enjoy hearing the stories of people who compete in the Truck Driver Contest etc.”

Usui hopes to bring new perspectives and discoveries to his audience through his program.

38th National Forklift Driving Contest LOGISTEED contestants take 1st and 5th place in the Regular Division

The 38th National Forklift Driving Competition was held on September 30th and October 1st, 2023. Eight contestants participated from the LOGISTEED Group. Forklift operators from the LOGISTEED Group took first place for the third year in a row in the General Division, as well as

5th place. Nakano Yuki of LOGISTEED West Japan, Ltd. took the Minister of Health, Labor and Welfare Award, while Suzuki Yuya of LOGISTEED East Japan, Ltd. took 5th place.



55th National Truck Driver Contest LOGISTEED contestants takes prizes in 4-ton Division and Trailer Division

The 55th National Truck Driver Contest was held October 21 and 22, 2023. Eight contestants were sent from the LOGISTEED Group (three in the 4-ton Division and five in the Trailer Division), placing 2nd and 3rd in the former and 3rd and 5th in the latter. In addition,

Honda Kenji of Vantec East, who competed in the Trailer Division, claimed the Japan Trucking Association CEO Special Award, which is given to the contestant age 50 or older with the highest total score.



Chiba Jets Funabashi LOGISTEED Championship —Matsudo residents invited—

Chiba Jets Funabashi—which is part of the men's professional basketball league, 1,000 Matsudo residents were invited to the tournament on November 11 and 12 2023, at which time special LOGISTEED megaphones were handed out to help the crowd cheer the players on. The game on November 12 was a championship game presented by LOGISTEED, and we decided to give children residing in Matsudo City the chance to shoot against each other at halftime.



©CHIBAJETS FUNABASHI/PHOTO:Keisuke Aoyagi

LOGISTEED wins Good Design Award 2023 for SSCV-Safety

SSCV-Safety, a safety operations management solution system, won the Good Design Award. This award system views the concept of design as something created to achieve a specific ideal or objective, evaluating and commending projects accordingly, regardless of whether the subject is tangible or intangible. From this point onward, our slogan for SSCV-Safety is "safety for everything we transport." We work to improve our services in order to realize a completely accident-free society.



LOGISTEED Group Japanese subsidiaries

On October 1, 2023, LOGISTEED subsidiaries LOGISTEED East Japan, Ltd., LOGISTEED Metropolitan Co., Ltd., LOGISTEED Minami-Kanto, Ltd., and LOGISTEED Kanto, Ltd. were absorbed into LOGISTEED East Japan by merger.

Services in collaboration with SSCV®-Smart

SSCV-Smart is a transport facilitator solution platform designed to boost operational efficiency and compliance. New services have been launched by way of SSCV-Smart through collaboration with GeoTechnologies, Inc.

Wheelchair rugby tournament presented by LOGISTEED

On November 26, 2023, we invited Tokyo 2020 Paralympic athletes and bronze medalists Ikezaki Daisuke and Shimakawa Shinnichi to our Wheelchair Rugby Tournament for children, featuring TBS announcer and moderator Kiiri.



Sprinting workshop at Tohoku-Miyagi Revive Marathon

On November 5, 2023, we held a special workshop on race running, which came from the idea of getting across the fun that the LOGISTEED Track & Field Club athletes have when they run—and in this way to liven up the Championships. On the day of the workshop, Track & Field Club athletes gave a lecture for children and their parents—a total of about 60 people—who signed up for the two-kilometer parent-child "pair run" and the two-kilometer kids' run. The lecture was about how to warm up—as well as how to prepare to run fast including some special hints.



LOGISTEED contestant takes bronze medal taken at the Asia Para Games

At the Asia Para Games held on October 25, 2023 in Hanzhou (People's Republic of China), Sato Yuto of LOGISTEED East Japan, Ltd. took the bronze medal in the 100-meter breaststroke. Meanwhile, he also earned the bronze medal at both the Global Games held in June, in Vichy, France and at the International Tournament in 2023. In light of these results, he is a prime candidate to represent Japan at the Paris Paralympics in 2024.



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