

Japan and Germany after Covid-19 – A New Reality?

Dr. Martin SCHULZ (Chief Policy Economist, Fujitsu Ltd., Tōkyō)

Both Germany and Japan are well placed to meet the challenges of the Covid-19 pandemic on the basis of different “analogous” systems and policies. In doing so, policymakers in Japan relied on the “resilience” of its social system, which has long been prepared for “flu” epidemics by wearing masks, keeping personal distance and adhering to hygiene regulations, and was able to contain the spread even without “lockdowns”. Germany, on the other hand, relied on the “robustness” of its health and research systems, which, with many tests and intensive care beds, was well able to treat a higher proportion of illnesses.

However, these traditional strengths were not enough to overcome the crisis. In order to remain operational despite physical distancing, companies and households relied on the possibilities offered by comprehensive “digitalization” of the living and working environment. The experiences of the Covid-19 crisis thus coincide with long-term strategies in Japan and Germany focused on striving for comprehensive digitization, and not only to create new economic growth but also to improve the quality of life.

In contrast to concepts such as “Industry 4.0” and “Society 5.0”, which started digitization in the official corporate and government sectors and were therefore not very success-

ful, the digitization of the Covid-19 crisis took place predominantly in the private sector and was therefore very successful. Ultimately, nothing else happened except the consumer platforms of the younger generation (such as Facebook, Skype and Amazon) suddenly spread to the business sector and the older generation.

The “new reality” after the Covid-19 crisis therefore differs from the “normality” that preceded it primarily through comprehensive digitization, which is no longer perceived as a parallel world, but has arrived at the core of social processes. Companies now plan “new” digital work and production processes not just sporadically for a few efficiency gains, but at the core of their business models and relationships. The same applies to public administrations, which before the Covid-19 crisis still treated the areas of sustainability and digitization as largely separate. The EU Commission’s “Green Deal”, for example, which also included regional development and infrastructure, stood alongside a “data strategy” that was intended to promote comprehensive data exchange, security and technology developments such as AI. This separation is now being removed. “Green” is now no longer seen as a limitation of the analogue world (emissions), but as an extension of the digital world with all its possibilities for increasing efficiency, resilience, robustness and quality of life.



This applies in particular to the entire field of transport, which was particularly affected by the “shock” of Covid-19. Here, telework suddenly replaced the commute to work, zoom replaced meeting rooms and e-commerce replaced the central depart-

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ment stores and malls. Interestingly, the consequences of these changes were neither easy to predict nor particularly linear. While the transport sector initially came to a standstill, urban logistics boomed. While many part-time workers lost their jobs, the “gig economy” boomed in all areas where work could already be done digitally. While public transport was restricted, not everyone got into the car, but got on a bike or walked. While international companies were hit hard with closed borders and interrupted supply chains, they had the tools for virtual working methods and only had to transfer them to the “local area”.

Many things must therefore be reimagined for the new reality. Now that telework, online meetings and e-commerce have become normal, the question arises why should we return to the office or to the department store. The answers will be different than before. We go to work because there we have space and technology (machines) that we can't have at home. Above all, however, we meet colleagues there to exchange ideas more intensely than is possible online. We go on business trips in order to gather a comprehensive impression on location and to build personal relationships. We go to the department store or the mall to see and touch objects, be inspired by experts and take part in events.

This “reimagining” has serious consequences for many industries. The German automotive industry, for example, is experimenting with “sharing” concepts that ensure cars can play a role even if the enormous amount of space used in cities for parking and thoroughfares is to be limited. The Japanese car industry is going one step further and thinking about completely new urban concepts. For example, cars are planned

on the basis of simple chassis with individually designable passenger areas (“pod”), which can be used by flexible service providers, from doctors to coffee shops to retailers, to develop variable marketplaces and “mobile communities” in cities that are significantly car-free but even more mobile.

The development of such “Smart Cities” is by no means just a dream of the future. With its “Morgenstadt” initiative, the Fraunhofer-Gesellschaft is pursuing innovative urban concepts that have already been successfully implemented and will become even more popular in the “new reality”. Toyota is not only thinking about new mobility design, but is also building a Smart City (“Woven City”) itself, in which new mobility and work concepts can be tried and tested.

The actual “lived” urban concepts also speak for major shifts in the “new reality”. For example, the greater use of social media and e-commerce among the younger generation has significantly increased the proportion of those who build their lives around their homes, their “neighborhoods”. The younger generation in Tōkyō has for years been making significantly fewer daily trips. In 2015, the 20 to 29-year-olds made only 1.4 daily trips compared to 2.1 in 1992, while the older generation lead a more active life at the same time. For example, the 70-79 year olds made 1.6 trips compared to 1.2 earlier. In a reversal of earlier mobility patterns, 30-39 year olds now also make fewer daily trips than the retired generation. There is no doubt that systems providing “Mobility as a Service” (MaaS), where we shift away from personally-owned modes of transportation and towards mobility provided as a service, will be among the winners of the new reality in this environment.

Dear Readers!

How were your summer holidays this year? Hopefully, you have spent them safely and pleasantly, even if you have not been able to travel abroad.

This issue starts with an article by the Chief Policy Economist of Fujitsu Ltd., Dr. Martin SCHULZ, with many references about the emerging of a “new reality” in the time post Covid-19. Dr. SCHULZ is co-organizer of the symposium “The New Normal: New Mobility and the Future of the City”, which will take place on 24 August. I would like to invite you to tune in via Zoom or YouTube to get an insight view of the changes in mobility in Japan and Germany post Covid-19, urban planning and others. The annual Open House took place on 13 June. The JDZB-staff did not want to cancel the day because of coronavirus related restrictions and made a real effort to realize it virtually. I was very happy about the lively contributions of the participants of our exchange programs and Japanese courses, who sent us contributions produced at home.

Starting this autumn, the JDZB will adapt to the “new reality” and offer hybrid events from the big hall and via video. I am looking forward to this new form of exchange, which is not tied to any location. Next year is the 160th anniversary year of establishing German-Japanese relations. Despite the ongoing coronavirus crisis, the JDZB will continue to promote German-Japanese exchange as well as international exchange – I thank you for your ongoing support here.

KIYOTA Tokiko
JDZB Deputy Secretary General

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On 8 October 2020, the JDZB in cooperation with the Ecole des Hautes Etudes en Sciences Sociales (EHESS, Paris) will hold the first French-German Dialogue on Japan on the topic “Autonomous Driving – Perspectives in Japan, France and Germany”. The following is an interview with Dr. Armin GRUNWALD, Professor of Philosophy and Ethics of Technology at the Karlsruhe Institute of Technology (KIT) and Head of the Institute of Technology Assessment and Systems Analysis (ITAS) at KIT as well as the Office of Technology Assessment at the German Bundestag (TAB).

Could you please start by explaining what exactly “autonomous driving” is and what advantages and disadvantages have become apparent in the course of its development?

The history of the automobile is a history of automation. Parking aids and lane keeping systems are already established, not to mention automatic transmissions and the anti-lock braking system for emergency braking. Autonomous driving is at the end point of this development. In its full expression, an autonomous car would drive from A to B completely independently. In other words, it would determine the route, observe traffic rules on the road, cope with ice and snow on the road and make the right decisions at lightning speed to deal with unexpected situations. This is an ideal situation with many advantages: people can read books; watch films or just doze off on the road instead of having to constantly concentrate on the traffic. Road traffic would be much safer because, unlike humans, on-board computers obey rules, do not exceed speed limits and do not drink alcohol. After all, over 90% of road accidents are caused by human error. Mobility impaired people would get better access to transport. Unfortunately, it doesn't quite work this way yet. Road traffic is incredibly complex, unlike flying. And it's not the motorways, rather urban traffic is the big challenge. And there are still a whole series of ethical and then legal questions to be clarified, especially with regard to responsibility and liability.

What is the division of tasks between humans and technology? After all, decisions are being made by technical systems where it doesn't seem clear who is ultimately in control.

In an autonomous vehicle, the question of task distribution doesn't arise. Because the car would drive completely independently and would have neither steering wheel nor accelerator or brake pedal. However, the question makes sense for semi-autonomous cars that can drive autonomously as well as be operated by humans. If it were not clear here who is in control, they would never be registered. Because questions of responsibility and liability would have to be answered quite differently in each case. If the person is in control, then that person is responsible and can be held

liable. But when the on-board computer is driving, the human being is only a passenger like in a taxi and has no responsibility. Instead, in the event of an incident, the manufacturer, the operator or the owner would have to be liable. Legal certainty requires that this is clear at all times who is in control. This must also be documented in a way that will stand up in court. This is also what the Ethics Committee of the Federal Ministry of Transport demanded for autonomous driving in 2017.

How can ethical problems be classified from the point of view of technology assessment, or to put it another way: where does the human being stand in the face of increasingly autonomous technology?

Ethical problems are often illustrated by the example of dilemma situations: in city traffic, a child suddenly runs out into the street between parked cars, but avoiding would lead to a head-on collision with an oncoming small car. In situations of this kind, there are no good solutions, only the choice of the lesser of two evils: running over the child or risking a head-on collision? Such questions are good for doctoral theses in ethics. From the perspective of a technology assessment, however, the first thing to be said is that this problem, which sounds so dramatic, is only an artificial problem. Dilemma situations do not exist de facto, or they are so rare that there is no information about them. Our great ethical problem with road traffic are accidents, deaths and injuries that occur in day-to-day operations, they are by no means dilemma situations. Secondly, it would be completely pointless to program the on-board computer for the situation described above. Because any number of other dilemma situations can be invented, and for each of them there are variants to which the program wouldn't be able to react to each and every one. We shouldn't pay too much attention to illusory problems. Another question is where is the person located. Specifically, it is justified when, for example, tens of thousands of lorry drivers become unemployed as a result of truck automation. For them, there must be alternative offers and educational opportunities at an early stage. Beyond that, of course, this too is more of a sham question. Because if people are no



longer sitting behind wheels themselves in the future, then they can do something else for their livelihoods. Perhaps that would be much better than being at the mercy of traffic all the time, getting angry with other drivers, having to cope with bad weather and finally arriving at their destination aggressive and irritable.

How far advanced is the technology or its introduction – there are already trials and tests on the road – is there any evidence of social acceptance in the three countries?

Autonomous cars exist as prototypes and in trials, but not in normal operation. People have always been in charge there. Under good conditions, for example on American highways, autonomous cars have covered many millions of kilometers without accidents. However, there have already been two fatalities. Not because technology failed, but because people thought it could do too much. In Europe, legislative changes have opened the way for autonomous cars under certain conditions. Just a few years ago, there was great optimism in some circles that large-scale market entry could take place around 2020. This is no longer the case today. Mastering the complexity of road traffic is such a major challenge that rash steps are out of the question. Nor would it be in the interest of the automobile companies if they were to enter the market with immature autonomous cars, which would then lead to considerable problems and negative headlines. I welcome the fact that more realism and a sense of responsibility have come into play here. This will also be good for acceptance. Indeed, if the technology works properly, it will be more readily accepted by sectors of the population as a welcome extension to the range of transport options. This does not apply to specific countries, but across the board.



Unfortunately, due to the Covid-19 pandemic, we were unable to hold this year's Open House on 13 June in its usual format. Instead, we streamed a virtual Open House with many online offerings live via the JDZB Facebook page; the individual contributions could also be seen at the same time via our YouTube channel.

Creative director (camera + editing): Fanny HARLAN, photographer and working at the JDZB library

Photos page 4 from above:

Welcoming Address by Deputy Secretary-General, KIYOTA Tokiko

Introduction to the Japanese language by the Head of JDZB Language Services, SEKIKAWA Fujiko

Reading "Die Pupsbraut" with MAKINO Hitomi (DJJA) and Jörg REINOWSKI (project management)

Heartly wishes from the German-Japanese Youth Exchange (DJJA), MAKINO Hitomi and MIURA Nauka

Photos page 5 from above:

Drawing Manga figures with Karin NAGAO

Exercise method KaQiLa with TAMAKI – MIURA Nauka and SEKIKAWA Fujiko joining in

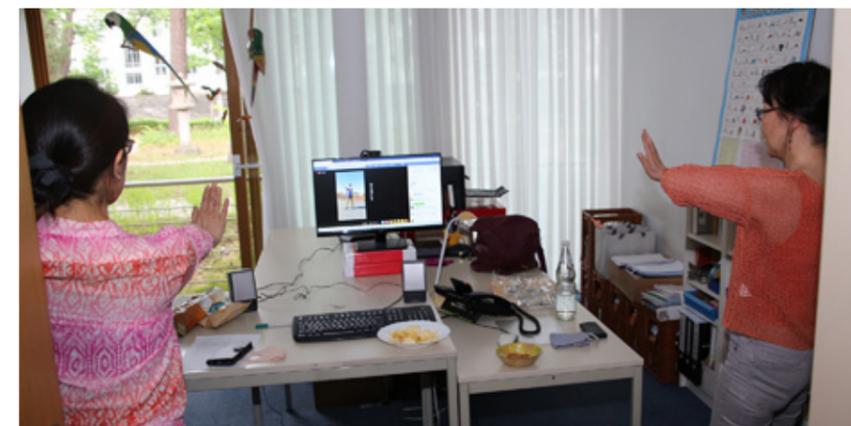
(left) *Shodō* Calligraphy with MINAGAWA Saiu / (right) *Origami* Paperfolding with Dr. Almut WIEDEMANN

Streaming works with Sascha LÜCK (press and public relations) and Stephan NEUMANN (IT/EDV)

In addition: Cloth knotting techniques with *Furoshiki* with WAKITA Keiko; flower arrangements *Ikebana* with Bärbel KESSENBRÖCK and KITAGAWA Takako; reports and testimonials of all exchange programs of the JDZB; Interview with Kyle EGRET and MATSUBARA Katsuhiko, both artists of the current exhibition "Lost in Transformation"; information about Japanese courses and testimonials of two participants; music by NAKAMURA Tempei (four concert recordings).

Photo middle bottom:

Cheers everyone, it's a wrap for this year! Celebrating a successful program - see you next year live on location at the JDZB!



Online Seminar for Participants of the German-Japanese Study Program for Children and Youth Welfare Professionals 2020

Claudia MIERZOWSKI, International Youth Policy Cooperation Officer at IJAB – Fachstelle für Internationale Jugendarbeit der Bundesrepublik Deutschland e.V.

Next year the German-Japanese Study Program for Children and Youth Welfare Professionals will celebrate its 50th anniversary. This is a remarkably long period of time over which numerous German and Japanese experts from the youth sector have received valuable professional ideas through discussions and exchanges with colleagues from the partner country. Networks have been established at both the professional and private level, and repeatedly these have led to long-term partnerships from which entire organisations, including youth of both countries, have benefited. In summary, this program has been an important and enduring building block of German-Japanese relations over the decades. Funded by the German Federal Child and Youth Plan, from its inception this study program has been executed by the IJAB - Fachstelle für Internationale Jugendarbeit der Bundesrepublik Deutschland and for the past 15 years in cooperation with the Japanese-German Center Berlin.

This spring we were planning for 16 experts to visit Japan and participate in a two-week intensive exchange program dealing with topics of media and poverty, which would have been organised by the Japanese partner organisation NIYE (National Institution for Youth Education). In keeping with past practices, a two-day stay with a host family would have been part of this exciting program as well. However, the German-Japanese Study Tour to Japan also fell victim to the effects of the Covid-19 pandemic and was cancelled.

Nevertheless, IJAB and the JDZB wanted to give the German participants, who had been accepted into the Study Tour at the beginning of the year, at least some initial insights into Japan. Via an online seminar held at the beginning of June, participants were able to familiarise themselves with the socio-cultural and political conditions in Japan as well as the organisational structure of children and youth welfare services and the living situation of young

people - this would normally be part of a two-day preparatory seminar. This sort of background information on the partner country plays an important role in learning from each other. Contextual knowledge is important for participants to classify and understand technical aspects, discourses and practical approaches in the work with children and youth they are learning more about. The online seminar was designed to provide participants with the information and knowledge they needed for a more in-depth examination, including specific topics. At the same time, the participants were also given the space for mutual discussions and of course opportunities to get to know each other.

Using the potential of virtual seminars The event concept allocated two hours of the virtual meeting to be exclusively available for questions and discussions. The lectures by EDER-RAMSAUER (Freie Universität Berlin), Dorothea WÜNSCH (IJAB) and MIURA Nauka (JDZB) were pre-recorded as 15-25 minutes videos in several parts, and sent to the participants in advance. This gave them a week to familiarize themselves with the contents and also an opportunity to research further information and reflect on individual aspects. Another advantage of this delayed approach also became evident: the usual preparation seminars seek to cover many different types of content and it goes without saying that the lectures and the respective thematic priorities must be handled with lots of judgment. Aspects that can only be touched on briefly or for which there is no time for more intensive discussions regularly occur. This approach not only gave more time to digest the contents of the lectures, but also allowed more time for discussions - and participants made ample use of this. There is no question that more time could have been filled addressing all the participants' queries. What are the topics affecting Japan's youth? What does youth participation look like in Japan? How does inclusion work in education? What are the differences between Germany and



Japan in social security systems for families or children and youth? How is extracurricular education digitized? And how are media educators trained in Japan? These were only a few of the questions that were lively discussed with the speakers during the two-hour session.

Of course, this sort of format cannot be a substitute for what an actual study tour can offer, which after all is much more than just collecting and processing information. Discussions and encounters with colleagues from the partner country are missing here. Professional learning is also more intensive during a study tour when personal conversations with colleagues from the partner country take place – even if they are led outside of the official program - not only are new things are experienced, but our own approaches are tested as well.

Nevertheless, the online seminar provided a good platform for an initial immersion into Japan. In times when an actual encounter is not possible, it is especially important to offer alternative opportunities to learn about the partner country and encourage further discussions. The feedback from the participants at the end of the seminar confirms how successful this was. And it was exciting anyway for IJAB and JDZB to open up new didactic paths. After the summer break, topic-specific seminars will follow for the two specialists' groups on the focal points "Media environment of youth" and "Poverty in childhood and youth".

CONFERENCES BY FOCAL AREAS

GLOBAL RESPONSIBILITY

Virtual Panel Discussion: After the US Election: Rebuilding a Sustainable International Order – what Roles and Responsibilities for Germany and Japan?

C: Konrad Adenauer Foundation (KAS), Tōkyō Office; German Institute for International and Security Affairs (SWP), Berlin
Date: Beginning of November 2020, in Tōkyō

Conference: EU-Japan Relations: Beyond the Strategic Partnership Agreement

C: European Advanced Research Network (EJARN), Stockholm School of Economics; Freie Universität Berlin
Date: 26-27 November 2020

Conference: Disarmament and the Role of the United Nations: German and Japanese Perspectives
C: Friedrich Ebert Foundation, Berlin
Date: to be confirmed in 2020

Symposium: Global Health IV
C: Global Health Center (GHC), Graduate Institute of International and Development Studies, Geneva; National Center for Global Health and Medicine (NCGM), Tōkyō
Date: to be confirmed in 2020, in Tōkyō

DEMOGRAPHIC CHANGE

Symposium: "Active Aging" in the Digital Age

C: German Institute for Japanese Studies, Tōkyō; Friedrich Ebert Foundation, Tōkyō Office
Date: 25 November 2020, in Tōkyō

Based on the worldwide Covid-19 pandemic, this is only a preliminary plan of JDZB programs as reflected from August 2020.

Please confirm the dates for each event on the JDZB homepage!

Besides that, also the format may develop differently: virtual, hybrid (partly online / partly with presence), with presence.

Workshop: Aging and Care in German and Japanese Communities (participation on invitation only)

C: German Institute for Japanese Studies, Tōkyō; Friedrich Ebert Foundation, Tōkyō Office
Date: 26-27 November 2020, in Tōkyō

DIGITAL TRANSFORMATION

Symposium: Autonomous Driving: Perspectives on Japan, France and Germany

C: Ecole des Hautes Etudes en Sciences Sociales (EHESS), Paris
Date: 8 October 2020

STATE, ECONOMY, GOVERNANCE

Conference: Attractive for Immigrants? Migrants' Life Satisfaction in Host Countries in Comparison

C: Duisburg-Essen University
Date: 3 December 2020

CULTURE AND CHANGE

Architects' Dialog „radical_modern_04“ with Lecture by KADOWAKI Kōzō (Curator of the Japanese Pavillon at the Architecture Biennale Venice 2021)

C: Association of German Architects, Berlin; Technical University Berlin
Date: mid-November 2020

SPECIAL PROJECT

29th Japanese-German Forum

C: Japan Center for International Exchange, Tōkyō
Date: 3-4 November 2020

CULTURAL EVENTS

Dialog Exhibition "Silent Shadows" Paper Reliefs by Iso Masko and Installations by Wolf KAHLEN

Opening: 24 September 2020, 7 pm (registration essential)
Duration: 25 Sept. 2020 until 8 Jan. 2021

Concert "Flutes in Dialog"

Traditional and contemporary music for Shakuhachi and Recorder from Japan with TAJIMA Tadashi (Shakuhachi) and SUZUKI Tosiya (Recorder)
Date: 9 November 2020, 7 pm (registration essential)

JAPANESE COURSES

The Japanese Courses are online until further notice.

The Calligraphy Courses for adults (from 12 years) and children (from 6 to 12 years) have started with teaching in presence again. Participation is possible at any time.

EXCHANGE PROGRAMS

- Junior Experts Exchange Program
- German-Japanese Young Leaders Forum
- Youth Group Leaders Exchange Program
- Study Program for Youth Work Specialists
- Exchange Program for Young Employees
- JDZB SCIENCEYOUTH PROGRAM

For details of the programs, please refer to: <http://www.jdzb.de> --> Exchange Programs

Opening hours of exhibitions

Monday to Thursday 10 am to 0.30 pm and 1 pm to 5 pm, Friday 10 am to 0.30 pm and 1 pm to 3.30 pm

Registration for the cultural events opens close to the date

C: = in cooperation with

Venue: JDZB, if not stated otherwise

For more information please refer to: <http://www.jdzb.de> --> Activities

For information on JDZB language courses please refer to: <http://www.jdzb.de> --> Japanese Courses

Dialog Exhibition “Silent Shadows”

Paper Reliefs by ISO Masko and Installations by Wolf KAHLEN

Opening: Thursday, 24 September 2020, 7 pm (registration essential)

Duration: 25 September 2020 until 8 January 2021

Mon-Thu 10am to 0.30pm + 1 pm to 5 pm,
Fri 10am to 0.30pm + 1 pm to 3.30 pm

Light and shadow are the focus of this exhibition by ISO Masko and Wolf KAHLEN. The objects of focus are often of a tiny and inconspicuous size: Tiny insects (ISO) or dust (KAHLEN), almost invisible to the naked eye or appearing inconspicuous, can cast meaningful, long shadows with the help of light and thus gain in expressiveness.



Matter or beings that are ephemeral exert a fascination on ISO, as does that blink-of-an-eye moment that cannot be repeated. KAHLEN, on the other hand, is concerned with the shadows cast by matter that decays into dust as “shadow of fire”. Natural phenomena fascinate both artists and are the source of their work.

Photo above

“brandneu9” by Wolfgang KAHLEN © Wolf and Timo KAHLEN, VG Bild_Kunst Bonn

Photo left

“Staub” by ISO Masko © Bernd HIEPE

Concert “Dialog of Flutes” Traditional and contemporary music for the shakuhachi and recorder from Japan with TAJIMA Tadashi (shakuhachi) and SUZUKI Tosiya (recorder) on Monday, 9 November 2020, 7 pm (registration essential)



In this concert “Dialog of Flutes”, TAJIMA Tadashi (shakuhachi) and SUZUKI Tosiya (recorder), two masters of their respective instruments, will also meet here in Berlin as part of their German tour. The concert program includes traditional pieces of music, which can be adapted to each other, as well as new solo and duo works by contemporary composers. They will perform traditional works such as the classic *Kokū* (empty sky) or *Shika no Tōne* (distant call of a stag) as well as works by TAIRA Yoshihisa, FUKUSHIMA Kazuo or HOSOKAWA Toshio – a highly exciting musical encounter between two wind instruments that dares to bridge the musical traditions of East and West.

