

OCEAN BREEZE



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Signing of a Long-term Consecutive Voyage Charter for a LNG-fueled Capesize Bulk Carrier with JFE Steel Corporation

Coal & Iron Ore Carrier Business Team I, Coal & Iron Ore Carrier Business Group

“K” Line signed a long-term voyage charter with JFE Steel Corporation (JFE Steel) regarding the upcoming new built capesize bulk carrier (210,000 DWT) fueled by liquified natural gas (LNG).

The construction of our first LNG-fueled bulk carrier will be ordered to NIHON SHIPYARD CO., LTD. and the vessel is scheduled to be delivered in 1st half of 2024. After delivery, the vessel will ship raw materials of steel between Australia and Japan as a special consecutive voyage charter for JFE Steel for 15 years.

The vessel is called a “next-generation vessel” coping with environmental issues. It will reduce the emissions of CO₂, by 25 to 30 %, SO_x by almost 100%, and NO_x by around 85% with the use of LNG instead of conventional heavy fuel oil. Moreover, the vessel reduces CO₂ emissions by more than 40% according to the Energy Efficiency Design Index (EEDI) which fully aligns with the reduction target of the International Maritime Organization (IMO). “K” Line will also install “Seawing,” an automated kite system utilizing wind power supplied by Airseas, to increase the effects of decarbonization.



The introduction of an LNG-fueled capesize bulk carrier marks a new initiative for both the Japanese steel industry and its shipbuilding industry. It took longer than usual to conclude the agreement since there were many points for both contracting parties to review. As part of our proposal, we included our unique system “Seawing” to meet the client’s request to introduce an LNG-fueled vessel to advance their environmental initiatives. The client approved the proposal, which resulted in the signing of the agreement. We take this opportunity to again express our gratitude to those who have cooperated in the review process.

We still have many challenges to overcome over at least the next two years until the delivery of the vessel, such as crew training and the selection of competitive refueling places. We will resolve the challenges in continued cooperation with the stakeholders before putting the vessel to sea. We can imagine the vessel smoothly sailing the oceans of the world at the time of the Paris 2024 Olympic and Paralympic Games.

Outline of Vessel	
Dimension	Approx. LOA 299.99 meters x Breadth 50.00 meters x Depth 25.00 meters x Draft 18.40meters
D/W	approx. 210,000 tons
G/T	approx. 110,800

Signing of a Joint Development Agreement for Tidal Energy Project in Canada

Renewable Green Business Team, Carbon-Neutral Promotion Group

"K" Line and Chubu Electric Power Co., Inc. (hereinafter Chubu Electric Power) have entered into a Joint Development Agreement (JDA) with DP Energy, a renewable energy developer headquartered in Ireland, for the Uisce Tapa Tidal Energy project (hereinafter the Project) in Nova Scotia, Canada. This project will be the first tidal energy project in which a Japanese company will participate overseas.

Tides refer to the flow of seawater that is caused by flux and reflux twice a day. This flux and reflux mainly stem from gravity of the moon and the sun. Tidal power generation is based on a system that rotates water wheel turbines using these periodical movements of seawater. The amount of power generation depends on the velocity of the tides. Inland bays and channels are believed to be most suitable for tidal power generation because narrow flow passages at these land features tend to accelerate the flow rate of tides. The project site is the Bay of Fundy in Nova Scotia, Canada. It is known to have one of the world's greatest differences in tide levels. The tidal change can be as large as about 16 m. This makes the location a favorable location for tidal power generation.

Although potential locations are limited due to required flow rate and geographical conditions, tidal power generation has the following advantages:

- 1) It is an environmentally friendly form of energy with no GHG emissions (classified for renewable ocean energy)
- 2) Less susceptible to weather than other forms of renewable energy such as wind power and solar power. Additionally, output is easy to predict as the amount and water flow direction are stable throughout the year. Therefore, stable power supply can be expected.
- 3) The facilities do not impair the landscape because the turbines are installed on the ocean bed.

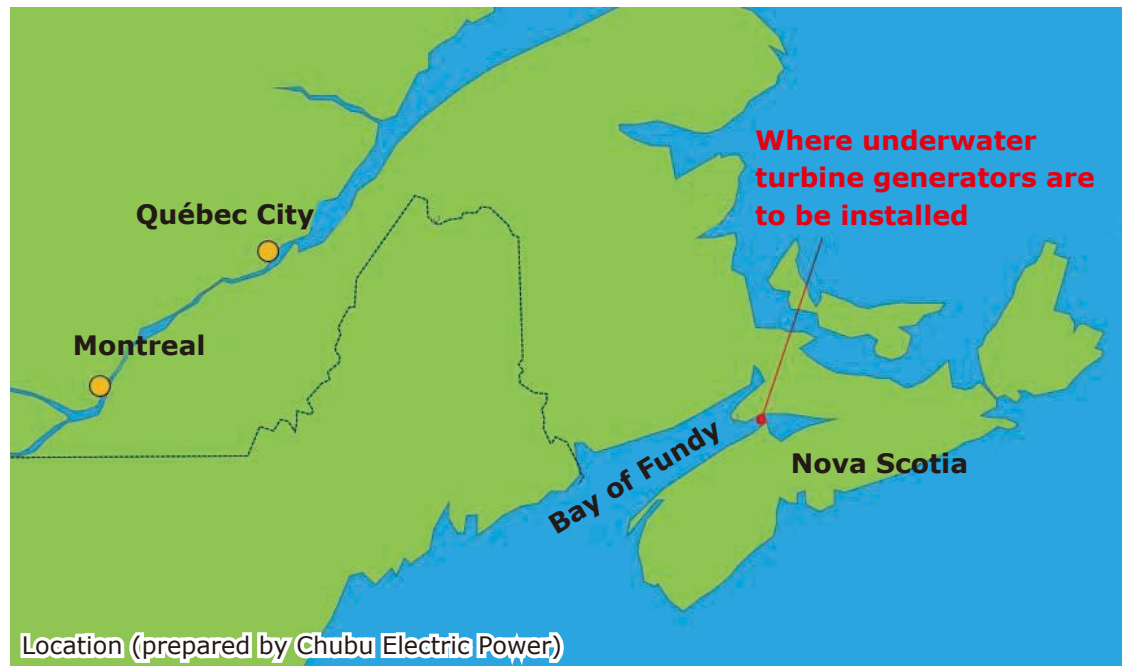


Artist's rendering of bottom-mounted underwater turbine generators (Andritz)
The top part of the turbine turns automatically to adapt to changes in direction of tides.

For this project, we will install on the sea bed three underwater turbine generators with total power generation output of 1.5 megawatts. We aim to install three underwater turbine generators around 2026, after commencing commercial operations of the first generator in 2023. We will conclude a 15-year Power Purchase Agreement at a fixed price with Nova Scotia Power Incorporated. We expect the generated power to be sufficient to supply about 5,400 general households a year.

The scope of JDA is limited to the development costs of the Project. We will begin development with the acquisition of permits and approvals, the arrangement of financing, and detailed design. For this, we will continue to discuss financing for the Project accompanied by construction of the first generator based on the progress of the development. Utilizing the knowledge of shipping and marine that it has developed through marine transportation, "K" Line will provide know-how on climate and marine phenomenon analysis, and for the generators themselves, the paint application and regular maintenance that are common to shipping. DP Energy is a renewable energy developer. Chubu Electric Power has expertise in power-generating technology as well as in power transmission and transformation. We will work with these two companies to advance development for commercial operation of the first generator, benefiting from the synergies from our combined knowledge.

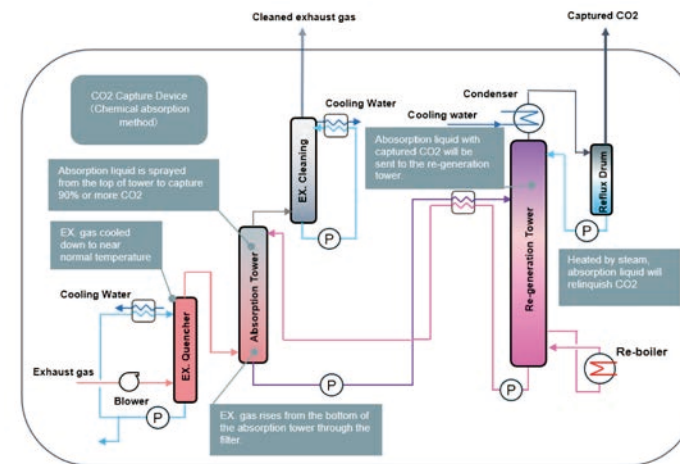
Tidal power generation is a new initiative for us. Participating in the Project, "K" Line will strengthen businesses that can contribute to carbon neutrality and accumulate knowledge in renewable ocean energy, likely to be a growth area in the future.



World's First CO₂ Capture Plant on Vessel Installed on Coal Carrier "CORONA UTILITY" - Launch of the "CC-OCEAN" Project Demonstration

The GHG Reduction Strategy Team, the GHG Reduction Strategy Group

"K" Line has been conducting a joint project with Mitsubishi Shipbuilding Co., Ltd. ("Mitsubishi Shipbuilding") and Nippon Kaiji Kyokai ("Class NK") to develop CO₂ capture plant onboard vessel as part of the "Research and Development for advancing marine resources technologies." The installation of the small CO₂ capture plant has been installed on the coal carrier "CORONA UTILITY", operated by "K" Line for Tohoku Electric Power Co., Inc.) at Mitsubishi Heavy Industries, Ltd., Yokohama Works ("MHI Yokohama").



The flow of CO₂ absorption (from the above figure)

1. Exhaust gas from the main and auxiliary machines is desulfurized and cooled using a scrubber.
2. SO₃ is removed from exhaust gas using a special filter for any remaining after removal with a scrubber. Then Ex. Quencher is used to cool the exhaust gas to almost room temperature (the tower on the left of the figure).
3. A CO₂ absorption liquid is sprayed using an absorption tower to capture CO₂ in the exhaust gas (the second tower from the left in the figure). Exhaust gas comes out of the top of the absorption tower after removal of the CO₂. The exhaust gas is discharged after being cleaned.
4. CO₂ captured in a CO₂ absorption liquid is carried to a re-generation tower along with a CO₂ absorption liquid (to be carried to the tower on the right side as shown by the purple line in the figure).
5. The CO₂ absorption liquid releases CO₂ when being heated in a re-generation tower. The released EX CO₂ is collected after being cooled. (In this experiment, the remainder after collecting a 2-liter sample of CO₂ was released because the main purpose was separating CO₂ in an offshore setting.)

For the installation of this plant, Class NK has conducted a Hazard Identification Study (HAZID) and verified the viewpoint of safety.

After departure of the vessel from MHI Yokohama, experts from Mitsubishi Shipbuilding will be on board the vessel for one voyage to commission the small CO₂ capture plant, evaluate its operation performance at sea, and analyze the captured CO₂. After that, until the end of FY 2021, the ship's crew will evaluate the operation, safety and operability of the CO₂ capture plant, and will conduct demonstration tests in order to commercialize the plant such as downsizing in size and weight, efficiency of CO₂ capture system with Mitsubishi Shipbuilding.

Based on the "K" LINE Environmental Vision 2050, we will continue to research, develop, and introduce various environmental load reduction technologies, including the "CC-OCEAN" project, and contribute to activities aimed at achieving GHG reduction targets and realizing a carbon-neutral society.



Experts on board and crew of the vessel (at the start of proficiency training)



Lecture 1 by the expert on board



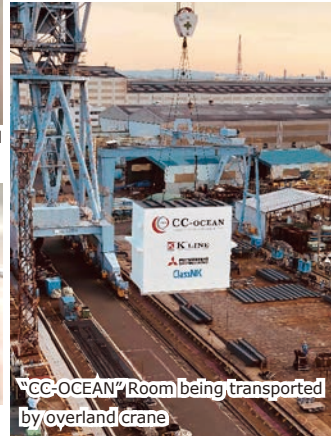
Lecture 2 by the expert on board



Lecture 3 by the expert on board



The design of the logo is from initials of Carbon Capture on the Ocean and represents capturing molecular of carbon dioxide inside.



"CC-OCEAN" Room being transported by overland crane



Positioning at loading of the vessel



Shipyard workers and crew of the vessel after installation

Providing the Space for Vaccination Site in Philippines

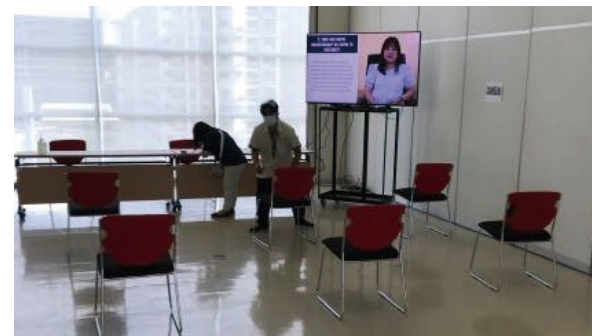
Rayomar Group, business partner of "K" Line in Philippines started COVID-19 vaccinations for its employees and staff at "K" Line Maritime Academy Philippines with approval from Department of Health (DOH) and Pasay City.

Vaccinations are mainly conducted by "K" Line Clinic operated by a member of Rayomar Group which provides medical services for "K" Line seafarers in Philippines. They use the vaccines procured by the group. Under the regulations of the country, Rayomar Group donated the same quantity of vaccines as that to be used for vaccinations within the group.

Approximately 13.4 million people were fully vaccinated in Philippines as of August 25. This is very slow given a national population of 111 million. To continue marine transportation that supports infrastructure for living as our goal, "K" Line will make sure that staff are vaccinated, including those working for affiliates as well as the crews of the vessels that we manage, cooperating with the Group to secure adequate manpower stably.

For other areas than Philippines, "K" Line will promote those who wish to be vaccinated can receive shots at any of the ports of the United States and those European countries that are promoting vaccinations of ship crew visiting ports during their journey, while accommodating the vaccination schemes of different countries.

Marine Human Resources Group



The 20th Anniversary of "K" Line Pte Ltd (KLPL), Singapore

On August 1, 2021, "K" Line Pte Ltd (KLPL) celebrated the 20th anniversary of its 2001 founding. We would like to show our deep appreciation for the many stakeholders who have supported us over the years. Records show that the cumulative number of employees at KLPL includes 402 national staff members and 177 expatriate staff, including our current employees. At present, 73 national staff members and 11 expatriate staff are working for KLPL. The number used to be nearly 200 members before the integration of the container vessel business, which followed a number of changes after the founding. As an independent shipping company, KLPL owns and operates 17 bulk carriers and 16 tankers and has a container vessel. They support the car carriers and resources/energy services that represent the key businesses of "K" Line. KLPL has developed into a business entity that has become so established in Singapore that Singaporeans account for nearly 60% of the management. We also owe the 20-year history of KLPL to "K" LINE SINGAPORE PTE LTD (KSP, Kawasaki Singapore at the time of its founding), which was established in 1973. Some of the employees of the

former KSP, which was dissolved as part of our development, are successfully contributing to the organization as KLPL employees together with employees of the former KSPI who support IT infrastructure. KLPL will continue to contribute to the "K" Line Group while benefiting from the development of Asia and other areas in Singapore that leads the world in digitalization and new fuel technology. We appreciate your continued support.

"K" Line Pte Ltd



R&D on CO₂ Marine Transportation and Participation in Demonstration Testing

Renewable Green Business Team, Carbon-Neutral Promotion Group

In cooperation with Nippon Gas Line Co., Ltd. and Ochanomizu University and under consignment of Engineering Advancement Association of Japan (ENAA), we participate in the New Energy and Industrial Technology Development Organization (NEDO) project, "CCUS R&D and Demonstration Related Project / Large-scale CCUS Demonstration in Tomakomai / Demonstration Project on CO₂ Transportation" and promote the development for social implementation of liquified CO₂ maritime transportation.

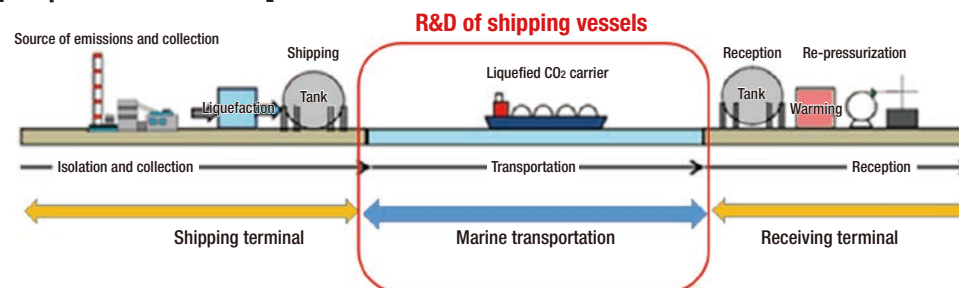
Carbon dioxide Capture, Utilization and Storage (CCUS) is a technology that can capture, effectively utilize and store the CO₂ emissions from fossil power generation and industrial processes. The CO₂ collection equipment can be added to the currently operated facilities. Therefore, it can contribute to suppressing CO₂ while using the existing facilities without waste. The electricity industry is discussing the use of renewable energy, hydrogen, and/or ammonium for reducing CO₂ emissions. On the other hand, certain industries place greater expectations on the technology because they currently lack radical solutions to suppress CO₂ emissions.

International Energy Agency (IEA) has reported that CCUS is expected to contribute to reducing CO₂ emissions by 15 to 20% to realize a carbon-neutral society by 2050. In the United States, Europe, and other areas, they already started demonstration experiments and discussion of commercialization.

In the reduction of CO₂ emissions by CCUS, CO₂ emission sites are often far from sites of storage/utilization. For this reason, the prevalence of CCUS has faced the challenge of establishing the technology for transporting CO₂ safely and inexpensively. NEDO has decided to commence R&D and demonstration testing regarding CO₂ marine transportation. They aim to establish a technology that can enable long-distance and mass transportation from CO₂ emission sites that discharge a million tons of CO₂ a year to CO₂ storage/utilization sites with low cost. "K" Line, Nippon Gas Line, Ochanomizu University, and ENAA will establish liquified CO₂ marine transportation technology through the demonstration test to contribute to long-distance and mass CO₂ transportation and cost reduction of the CCUS technology.

In a demonstration test, Maizuru Power Station of The Kansai Electric Power Company, Incorporated isolates and collects CO₂, which is carried from the annexed shipping terminal to a liquified CO₂ carrier. The CO₂ is carried by sea to Tomakomai and then to the receiving terminal. CO₂ is difficult to transport in liquid form

[Scope of examination]



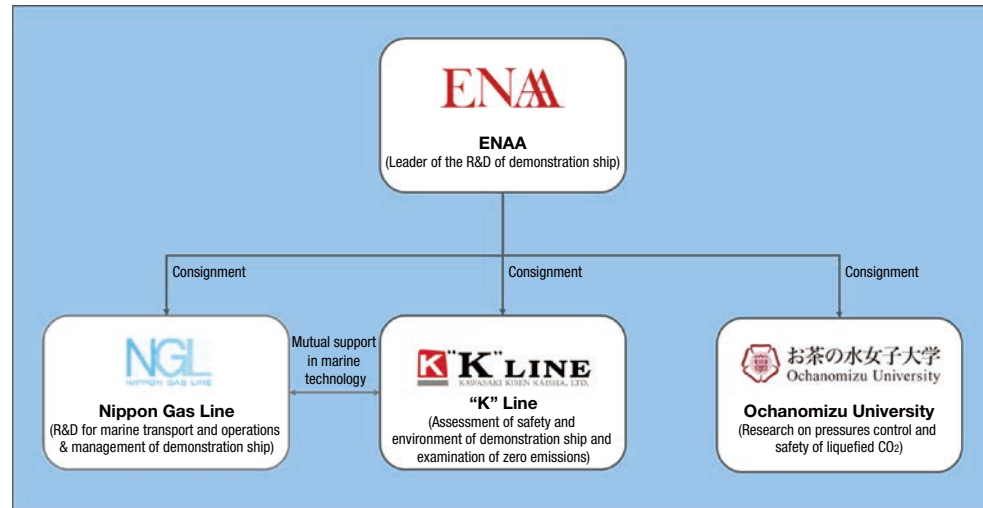
*Source of the figure: Ministry of Economy, Trade and Industry

despite the low inflammability and toxicity. CO₂ can turn into dry ice, which can clog piping and tanks. The demonstration test has the important challenge in terms of research and development: Understanding the risk and securing safety in transportation.

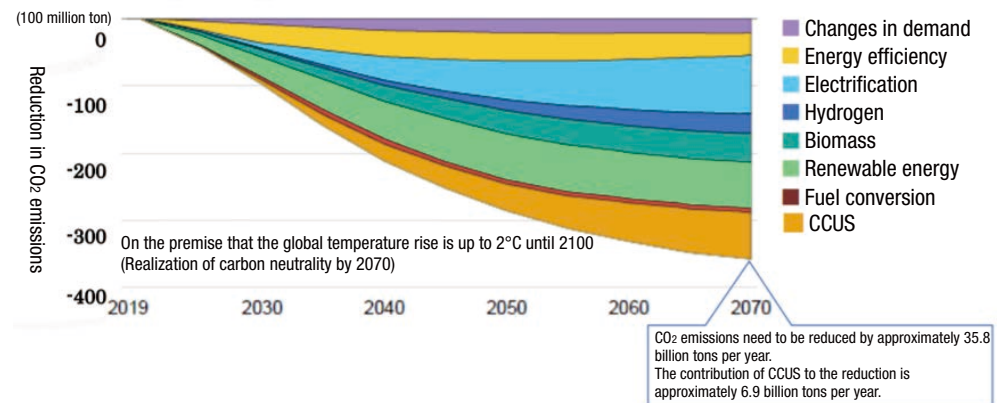
“K” Line is required to play the role of assessing safety during liquefied CO₂ transportation and cargo handling with a demonstration ship and of formulating technical guidelines by utilizing its expertise in safe operations and cargo handling and its experience of performing the demonstration with a liquefied hydrogen carrier.

Based on “K” Line Environmental Vision 2050, the long-term environment-related guideline, The “K” Line Group has promoted the initiatives to reduce GHG emissions. We will contribute to realization of a carbon-neutral society through the demonstration with liquefied CO₂.

[The examination structure and roles of four companies]



[Global energy sector CO₂ emissions reductions by measure in the Sustainable Development Scenario relative to the Stated Policies Scenario, 2019-70]



Source: IEA. “Energy Technology Perspectives 2020” Figure 2.2

The Community Where I Live ~Bangkok~

Contributed by Mr. Kiyoshi Tokonami, Ocean Network Express (Thailand) Ltd.

This is a letter from Bangkok, Thailand. Infections are still spreading here as well. First, I would like to talk about what Bangkok used to be like before the COVID-19 pandemic.

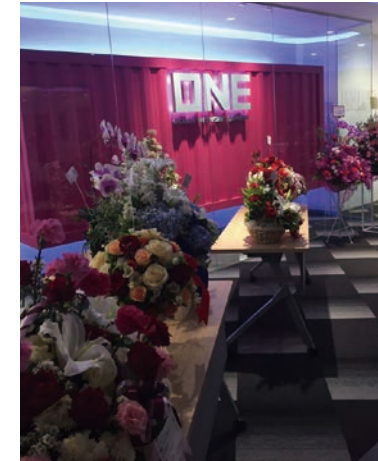
I have heard I am the first one to contribute an article to the OCEAN BREEZE as a loaned employee at ONE. Taking this opportunity, let me tell you about a series of events that led up to the commencement of the business to generate support for those people in various countries who were involved in the founding of ONE. I was sent on loan to the Thai site of Ocean Network Express (ONE), the company that was established by integrating the containership business sections of "K" Line, MOL, and NYK. Three-and-a-half years have passed since the start of the business in April 2018, following six months of preparation. The day I went to the office for the first time was the most memorable moment during the period because we started from scratch. The office was a temporary facility. We only had desks and landline phones. We did not have sufficient office supplies: We had some pencils but no erasers. A-san assisted us in building the infrastructure to start business in nine months. A-san had worked for many years as the president's secretary of K Line (Thailand) Ltd. Now, our unit has more than 360 staff members. The process has made me understand the difficulty of general affairs. I really owe much to A-san and the members of the committee when it comes to the preparations for the startup from the three companies. We could not have completed the tasks without their assistance, such as selecting staff from the three old corporations (local companies in Thailand), the forming of an organization, positioning, and determination of salaries and fringe benefits by adjusting the differences among the three companies. I want to take this opportunity to express my gratitude to them.

Japanese businesses entered the Thai market at an early stage. Adding newly developed customer groups to the track record established by the three companies, we have slightly less than 16% market share, the highest in Thailand, 14 direct services based on Laem Chabang Port in a suburb of Bangkok, and a network of more than 50 services, including transshipping at Singapore. We work hard to fill vessels every week. ONE Thailand handles the fourth largest number of arriving and departing laden containers among ONE companies, following China, the U.S.A. and Japan. The ONE Vietnam looks set to overtake us soon though. I wanted to raise awareness of ONE to Thailand public while preparing for the start of business. For this, the magenta corporate color worked effectively. However, people generally see our corporate color as pink. Honestly, we can't deny it, looking at the vessels and containers.



At the time of the ceremony stated in this article

In November 2018, we held a ceremony to welcome a new vessel that can carry 14,000 containers, which was built at Kure, Hiroshima. It was at the time the largest containership to have visited Thailand. We invited important figures, including the ambassador of Japan to Thailand, the Deputy Minister of Transport of Thailand, and the Minister of Energy of Thailand to the ceremony at Laem Chabang Port, which ended successfully. The high-profile participants and the record size of the containership for Thailand appealed to journalists, who featured the ceremony in the media. The ceremony proved a highly cost-effective public relations event. We held a dinner party on the ship. I still remember the slogan: This vessel is 100 meters longer than the battleship Yamato. The simple and easy-to-understand slogan was a hit with the participants. The ceremony functioned as internal PR activity among the employees of ONE Thailand. It also helped to unite the employees who were involved in the preparations. Personally, my past experiences in Human Resources and PR helped me a lot. Many of the employees, including me, pronounce "ONE" as "ou en ih," rather than "wuhn," to avoid confusion during conversation. Our head office occupies the 28th floor of the building, about a ten minute-walk from K Line (Thailand). There are branch offices in a suburb of Laem Chabang and at Hat Yai near the border to Malaysia.



The lobby near the entrance of ONE Thailand on the day business began

Besides the introduction to ONE Thailand, as many of you may know, a long-term friendly relationship has been maintained between Thailand and Japan, where Buddhism is widespread. Thai people are generally Japan-friendly. Unlike Japan, the Thai Buddhist temples are golden and shiny. In Thailand, many Buddhists are committed to their beliefs (and account for 94% of the population), and they try to accumulate virtues in daily life for their next lives, similar to those in other Asian countries. Japan and Thailand are the only two countries in Asia to have maintained their independence in modern history, during the age of imperialism when Western powers dominated the world. The elderly Thai people are very proud of this.



The city of Bangkok seen from my office

Thailand is said to excel at diplomacy. Aiming for self-sufficiency and self-defense, Japan adopted legislation that denied Manchuria its independence in 1933. This led to its withdrawal from League of Nations, which would have a major impact on the world situation. Japan voted no while 42 member nations voted yes. Siam (then Thailand) was the only country that abstained from the vote. It is embarrassing, but I had been unaware of that fact until I came to Thailand. I am going to learn more about the background and significance of that historic fact.

Now, I would like to talk about the city where I live and work. I am living at the center of Sukhumvit, where many Japanese expatriates live, alone or with their families. I had already decided to live there because the language barrier was not a major problem, it was easy to get food, and there were many Japanese restaurants. There are many Japanese chain eateries, despite some differences in the menu: Ramen shops, dumpling shops, curry shops, fast food stores, Chinese restaurants with a common touch, yakitori shops, and sushi restaurants. They all taste good. The prices are the same as, or a little higher than, those in Japan when converted into Japanese yen. For local people, Japanese food is about three times as expensive as local food.

There are so many outlets from Seattle with the Chinese name 星巴克咖啡 (Starbucks Coffee). This may be only in Bangkok. You can have a seat even after you order and get your coffee, unlike Tokyo.

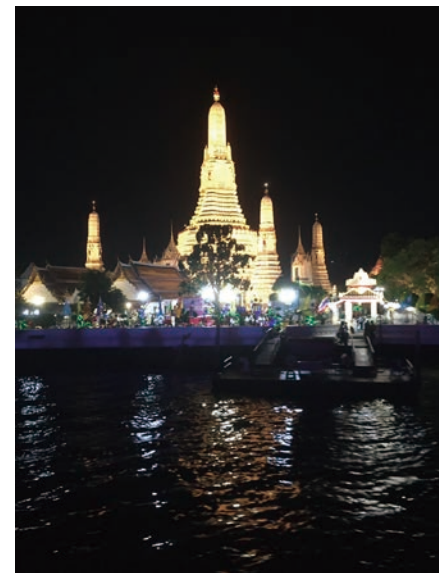
Now, let me share the good and bad points of Bangkok based on my judgement, which may be biased. First, it is relatively safe here, in addition to the points I've already noted about the living environment. However, you have to remember you are abroad, not in safe Japan. Second, people are generally generous. They are politer than those in other Asian countries where I lived. Third, they are flexible about almost everything. However, this may be associated with their surprising sense of morality. Fourth, the local food is good (if you like Thai food). This does not actually apply to me. That is because coriander hates me, even though I want to make friends with it (laughs). Fifth, the rooftop bars. At high-end hotels, you can often find a stylish bar on an open deck with a night view of the city. I wondered why they had something like that (and why we did not have any in Japan). I found out it was simply because they had warm weather in Thailand. I read an article that said that this kind of bar was the best place to finish a date. Sixth, you can easily play golf. This is a great place for golf lovers. I only play golf for business. My score, 110, clearly indicates my level. I am often told to improve it by ten or so. Sometimes I may feel happy if I hit the ball well. It is hot anyway.

Next, I would like to talk about the bad points of Bangkok from my very personal viewpoint. First, alcohol (specifically, the tax on alcohol) is expensive. Even if you drink at home, it costs a lot. Second, drinking is strictly controlled. You can only buy alcohol during limited hours. There are no-drinking days (mainly, national holidays) on a national scale. It is hard for drinkers like me. Some think Japanese people drink too freely. Does this mean Japanese tend to behave even if they drink? Third, traffic congestion. If you take a car, you have no way of knowing how long it will take to get to your destination. We always try to arrive at our customers at least an hour before the appointment time. Third, the heavy rain and floods. We have sudden heavy rain and water-covered roads very frequently during rainy season (from April to October).

Everybody laughs at me, as I always carry an umbrella with me even when it is fine. Fourth, you cannot enjoy the changes in the seasons. Bangkok belongs to a tropical area at less than 14 degrees north. The city is located south of the Tropic of Cancer. This means the sun rotates in the northern sky for a certain period of time with the summer solstice in the middle. Thai people say they have three seasons: A rainy season, a dry season, and a hot season. For me, they have two seasons: a very hot season and a quite hot season. It is good in a way that clothing is inexpensive. However, I miss the autumn leaves in Japan. Christmas does not suit the city. You cannot enjoy the exciting yet melancholic emotions at the end of the year.



Wat Paknam Phasi Charoen is a tourist spot that is popular among Japanese tourists because the ceiling painting is instagrammable ("Wat" means "temple").

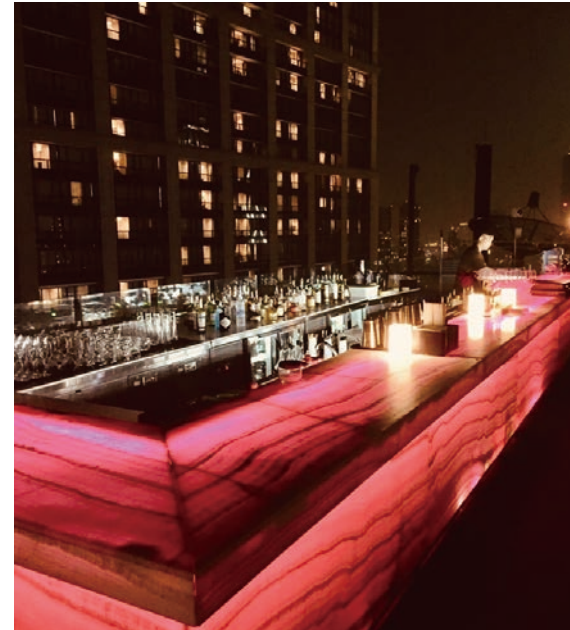


Wat Arun illuminated (seen from the deck of the boat in Chao Phraya River)

This is how I lead my life in Bangkok in ordinary times, working for ONE Thailand. However, I have to mention the COVID-19 pandemic, living abroad now, which I noted at the start. I have experienced an abnormal situation for a period that corresponds to about a third of my stay in Thailand. I cannot help but talk about my current life. I would like to write about how I live in Bangkok as of the end of July 2021. Hopefully, the article will be a memory of the past when you read this. At first, Thailand took excellent measures to control infections, from the beginning of the spring of 2020 to the end of the year. However, as 2021 started the number of the infected began to rise. Each day saw a new record number of cases. Around 17,000 infections are confirmed a day. The rate is almost equal to that in nearby Indonesia, although Thailand has a total population of 70 million. The emergency declaration has been maintained. It is prohibited to go out at night. Almost all facilities are forced to close, apart from supermarkets and hospitals. Even ordinary eating places and barbers are closed, as well as pubs and bars. The government does not ask, but orders or instructs people to follow them. Almost all employees at our company are working from home, except workers at B/L counters. The managers take turns working from home and at the office. We have nothing to do and nowhere to go on holiday. I usually cook and inevitably enjoy creating my original recipes. Without using seasoning mix, I have made peperoncino pasta, spicy miso ramen with many ingredients, fried noodles with starchy sauce and varied ingredients, twice cooked pork, octopus carpaccio, potato salad, and stir-fried burdock root. I always refer to YouTube. Most of my cooking is mock something (I have to laugh bitterly).

My fridge is almost full. I keep oyster sauce, doubanjiang, Tianmian sauce as well as mirin, cooking sake, sesame oil, and olive oil in the fridge. Cooking may help prevent dementia later on. I have been vaccinated once with the AstraZeneca one. I hope to have the second shot as soon as possible.

I will finish writing hoping that everyone will be reading the OCEAN BREEZE while recalling the hardships during the pandemic.



The counter of the rooftop bar that is also called a sky bar



The full view of another rooftop bar

An Indonesian Story Volume 5

Contributed by Mr. Goichi Tsuruta, PT. "K" Line (Indonesia)

Indonesia No.1 - World Giving Index

There is the indicator called World Giving Index. The British charity organization Charities Aid Foundation (CAF) performs a survey to obtain the index internationally every year. They interview people by asking the following three questions about behaviors for the past month, indexing their findings: Helped a stranger, or someone you didn't know who needed help? Donated money to a charity? and Volunteered your time to an organization? Indonesia was found to be the most generous country in The CAF World Giving Index 2021, which targeted 140 countries. **Amazing.**

I think the reason to achieve the laurels that Indonesia is based on the religious teaching of almsgiving and aid by Islam mixed with the tradition of mutual aid in communities in the long history. Reportedly, some community members prepared and delivered food to those COVID-19 patients who had to stay home because there were no hospital bed vacancies amid the COVID-19 pandemic. According to survey results, eight out of ten Indonesians donated money, and their volunteering rate is thrice as high as the global average.

On the other hand, when you got lost and ask them the way, they kindly tell you the directions. But be careful, they teach you the way even though they don't know, as if they know well. It is actually a little troublesome. They explain it is because they don't want to disappoint you by telling they don't know the way.

By the way, Japan came last in the survey.

National Holidays in Indonesia

They have many national holidays in Indonesia. The date of some holidays are fixed, such as Independence Day, while date of some holidays change every year such as religious holidays and/or the by the difference of solar calendar and the Islamic calendar. Additionally, the government changes the date of national holidays in connection with policies. To avoid long weekends as one of its infection control measures, the Indonesian government put off holidays on Tuesday, August 10 and Tuesday, October 19 to the following day, or Wednesday. However, August 10 is Islamic New Year's Day. In the solar calendar, it is like celebrating a new year on January 2nd instead of January 1st. Is it okay to change it so readily? **Amazing.** Also, October 19 is the birthday of the Prophet Muhammad. Then what happens actually? In October many Muslim celebrates birthday of Muhammad on October 19. Also, some people take leave on Oct. 18th (Mon) and 19th (Tue) and enjoy longer weekends, thanks to government.

In the meanwhile, there are national holidays for other religions, such as Christmas (always December 25 of the year!) and Buddha's Birthday. I think they have more holidays here than in Japan.

Homecoming story under rapid infection spread

Now, let me talk about my amazing temporary homecoming in July. I successfully got a ticket to go see the Tokyo Olympic Games 2020. Given that the number of infections was decreasing in both Japan and Indonesia around March, I decided to take a leave to return home temporarily to see the games in July and got approve in April. I booked an airplane ticket to Narita, Japan for Friday, July 9. I also booked a room at a hotel in Narita for the 14-day self-quarantine on entering Japan. However...

In June, the number of infections began to rise sharply in Indonesia. The daily infection number was 2,000 to 3,000 at the beginning of the month. By mid month, it was topping 10,000 a day. On June 26, the Japanese government revised the border control measures against the Delta variant. They obliged those who return from Indonesia to stay for six days at a hotel specified by the quarantine station and undergo a PCR test twice. The hotel specified by the quarantine station..... I felt a little depressed, remembering the days trapped in small hotel room when I returned Japan last year. (read "At Narita," the article I contributed for the summer 2020 issue).

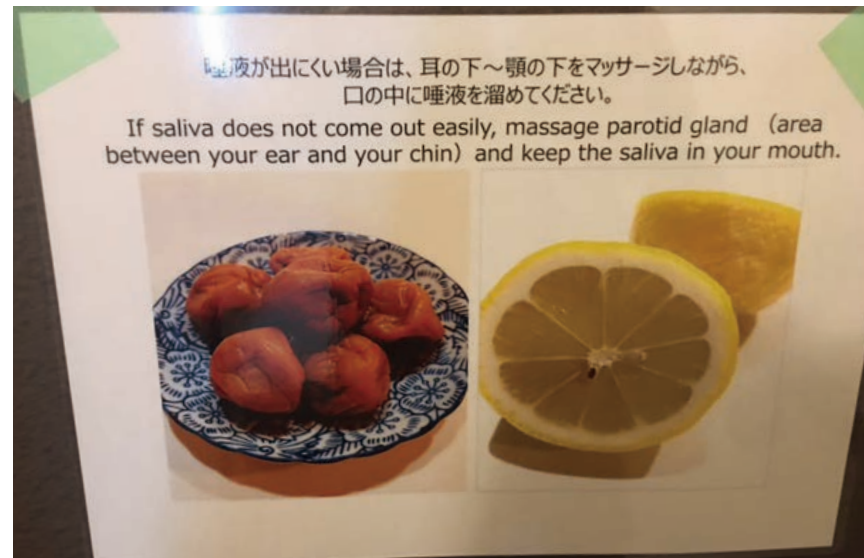
By the way, to enter Japan, you have to prepare a certificate of negative results of a PCR test taken within 72 hours prior to departure. Thinking the sooner I did it the better, I made a reservation for a PCR test on Tuesday, July 6 although I could have taken it on Wednesday, July 7 (the certificate can be delivered at the next day of the test) to get on a plane on July 9. I never imagined how much this decision would subsequently matter at that time.

The infection numbers continued to rise in Indonesia. Then the Indonesian government suddenly announced on the evening of July 4, as a new rule, **that those foreigners leaving Indonesia would need to present a certification of vaccination**. Just a moment...**if it is forced, I can't go back to Japan**. I could understand if they were obliging foreigners to present a vaccination certificate before entering Indonesia. It doesn't make sense to request those leaving the country to submit one. I was informed that the Embassy of Japan was protesting the decision. The Indonesian government has been known to quickly change rule in response to foreign pressure. It happens a lot. But thinking the rule would not be changed by July 9, I asked the airline if I could book a ticket on or after July 10. They told me flights were fully booked until the end of the month. July 6, the day of the PCR test came, and the situation looked hopeless. On the morning of July 6, however, the Indonesian government announced they **change the rule** and it would not request foreigners leaving the country to present a vaccination certificate. It was a worrying time, but with an amazing ending. On the other hand, the Japanese government revised its border control measures and announced that travelers coming from Indonesia would be forced to be quarantined for ten days at hotel prepared by quarantine office, from flight arrival in Japan on or after July 9. Oh my God! 6 days became 10 days! I was also beginning to wonder if the flight would actually go ahead, thinking of the state of panic in immigration control in Indonesia. I heard the flight on July 7th was cancelled.

If anything can go wrong, it will. While I was packing my things around seven in the evening on July 6, the airline sent me an SMS message, which said that details of my reservation had changed. It asked me to check the details. Did they cancel the flight? Give me a break...**I cannot go back to Japan. Again!** So, I quickly checked the details. The flight on July 9 was cancelled, as I had suspected. I fell into a despair for a moment. However, they also said they had booked a seat on July 8 instead. Thank goodness. Lucky me! Flying on July 8, the period of mandatory quarantine would be six days instead of 10 days in case I fly on July 9th as scheduled. I have experienced numerous flight cancellations and changes. This is the happiest change ever. Moreover, if I had taken a PCR test on July 7, I would not have been able to board on July 8.

Whatever happens, I will not be surprised anymore. Now for a safe flight. My hope was fulfilled. I came back to Japan on July 8 safely and finished my quarantine. Now I am writing this article in peace. However...The Olympic Games adopted a no-spectator policy! I temporarily came home for that though. What a shame! But I won't complain. Enjoy watching the Games on TV.

Take care of yourself.



The photos stuck on the inner side of the door of the hotel room for compulsory quarantine. Do they help saliva come out for a PCR test?



Letter from the South American Andes, Part 3

Contributed by Ms. Momoka Shinoda, "K" Line Chile Ltda

Unique Spanish spoken in Chile

Hello! I was asked to write an article about Chile, South America for this edition of Letter from Overseas.

Ever since the senior member who provided an article for previous editions passed the baton to me I have been thinking about what to write. I decided to write about the unique Spanish spoken in Chile, which I am still in the process of mastering after three full years living in the country.

As you probably know, Spanish is the official or common language in 21 countries, including Spain in Europe and countries in North and South America. It is a global language with nearly 400 million native speakers.

However, within the same language there are a lot of variations. Just like there are a lot of dialects and regional accents in Japan, Spanish varies from one country to another. Each country has developed its own unique grammar and vocabulary, which is interesting to learn.

In general, Chilean people speak quickly and their pronunciation is difficult to understand. They also use a lot of words that are unique to the country. For these reasons, even they say that the language they speak is strange and deviates considerably from standard Spanish. One example is "Cachái", a verb (root form: Cachar) that is one of the Chilenismo, the words that Chilean people use frequently in daily conversation. It means 'understand' or 'comprehend' and is used in a sentence like this: "¿Tú cachaste lo que expliqué?" (Did you understand my explanation?) Those who are new to Chilean Spanish should be able to remember this word in no time because

"¿Cachái?" (You follow?) is a favorite phrase of some Chilean people. After arriving in Chile, I signed up for a Spanish course for non-native speakers at the University of Chile — my first attempt to learn Spanish. Interestingly, they teach Chilenismo in addition to grammar and listening. Other words used exclusively by the Chilean people include Pololo/a used to describe lovers, and Bacán! used when something good happens. They are also known to add Po at the end of words frequently, such as Sí po (That's right) and No po (That's not right). Po itself does not have any meaning. The origin is believed to be a contraction of pues which is used by Peruvians and Spanish to emphasize words, which changed into a unique word sometime between the 19th and 20th century. The identity of each Spanish speaking country and region must have influenced how the language is spoken, resulting in different expressions. Many immigrants originally from Peru and Venezuela have settled in Chile, and their Spanish is slightly different from Chilean Spanish. It is true that non-native speakers find the Spanish spoken by Peruvians and Venezuelans easier to understand.

I, however, find Chilean Spanish familiar and comforting because I have been learning it exclusively. Some say Chilean Spanish sounds like a melody. When I visited Argentina and Uruguay, I noticed a clear difference between Chilean Spanish and the Spanish spoken in those countries. While I love Chilean Spanish, I am also interested in the Spanish spoken in other countries. I am learning different expressions and intonations from my Venezuelan colleagues. Being able to learn the Spanish spoken in other countries could be one advantage of living in Chile.

I will continue to learn Spanish through my work and the situations I experience every day as long as I live in Chile. I hope that current and future Spanish learners will visit Chile to learn more about Chilenismo and the unique qualities of Chile.