

OCEAN BREEZE

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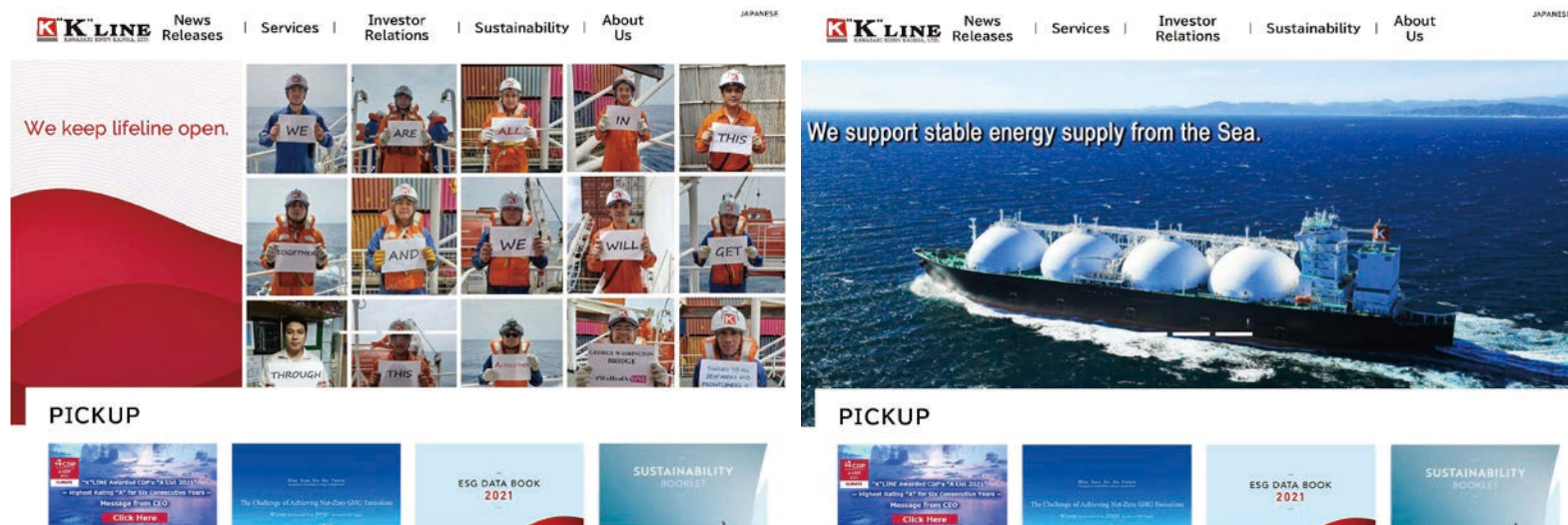
Website Redesigned!

Corporate Sustainability, Environment Management, IR and Communication Group

As you may have noticed already, we redesigned our website on July 14.

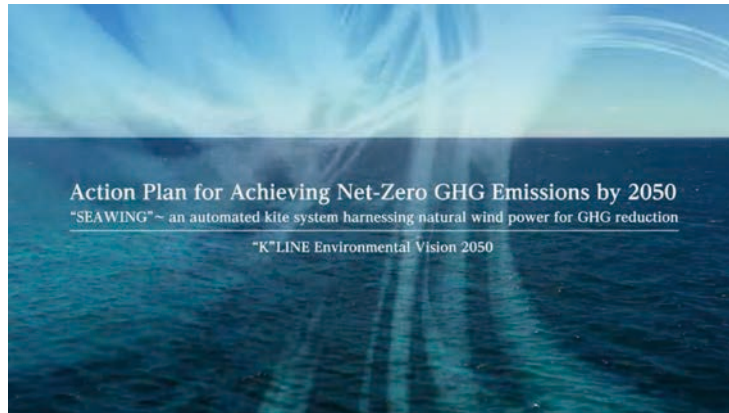
We revised our website's appearance, modernizing the design and adding more photos to increase convenience for users browsing not only on PCs but also on other devices such as smartphones.

We adjusted the font sizes and colors and the margin designs and relocated the content to increase visibility and make it easier to find the information that you are looking for. We are currently revising the content to continue to enrich our website!

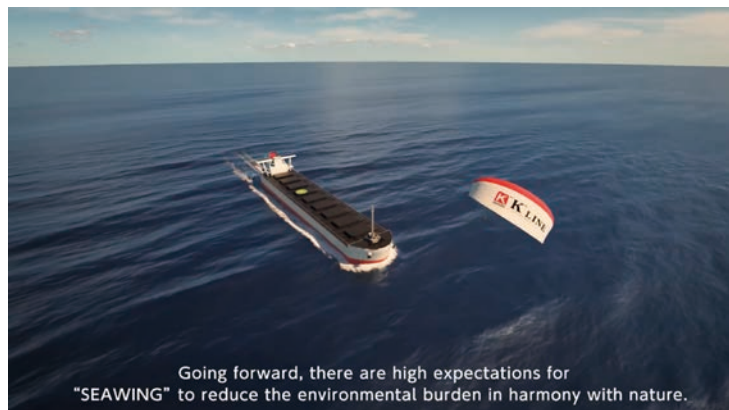


Movie of Seawing, an Automated Kite System, Released — Use of Natural Energy Reduces Environmental Impact —

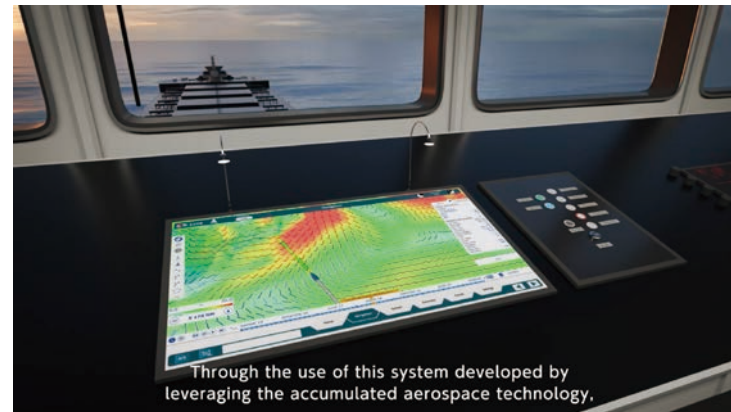
Corporate Sustainability, Environment Management, IR and Communication Group



Nearly 2% of global CO₂ emissions come from ships. Environmental Vision 2050 set net zero GHG emissions as its goal. In one of the measures to achieve this, we have decided to use the Seawing automated kite system to reduce environmental impact by harnessing natural energy.



Going forward, there are high expectations for "SEAWING" to reduce the environmental burden in harmony with nature. Look forward to seeing how Seawing harmonizes with nature and helps to reduce environmental impact in the future.



Through the use of this system developed by leveraging the accumulated aerospace technology, Since 2017, the project has continued in cooperation with AIRSEAS, a company spun off by major aircraft company AIRBUS. It involves the use of wind power to propel ships. The kite can be simply operated with a touch of a button on the main ship's bridge.



The 1,000 m² large kite powerfully rises more than 200 meters and flies in a fully automatic manner thanks to the latest technology. operation can be made even more environmentally friendly and economical.

The recently released Seawing movie is an improved version of the movie shown at Sea Japan 2022. The recording of the narration was rigorously checked by the company's public relations representative so that the content of the movie could be understood more easily. Everyone was relaxed after recording, including the narrators. They took a group photo with smiles on their faces.



About Seawing

Harnessing wind power, a type of renewable energy, Seawing can reduce CO₂ emissions by nearly 20%. We expect it to significantly impact the reduction of GHG emissions because of the multiplying effects of Seawing together with alternative fuel initiatives such as ships whose main engines are fueled by LNG.

Seawing harnesses the natural energy of wind power, so it does not require equipment for the production or supply of fuel. It is also characteristically versatile and can be installed on many different ships.

(Movie length: 2 minutes and 30 seconds)

Our official YouTube channel (English): <https://www.youtube.com/watch?v=pPclp6fJ4BY>

Our official YouTube channel (Japanese): <https://www.youtube.com/watch?v=oGGwhuiz71s&t=12s>

Note: If you wish to show the movie to a business partner or other outside people, give them the link to the YouTube movie.

Note: Please refrain from reproducing, editing or redistributing the movie.

The 16th Shipowners' Safety Measures Liaison Meeting Held Online

Inspection and Chartered Boat Team, Safety & Quality Management Group, "K" LINE MARINE SOLUTIONS CO., LTD.

The 16th shipowners' safety measures liaison meeting was held on September 6.

The liaison meeting aims to extensively share information about safety in navigation and cargo operations and the commitment to environmental action as we work to ensure safety in navigation and cargo operations throughout our fleets and to enhancing transportation quality with our chartered ship owners and ship management companies.

As in the last fiscal year, this year's liaison meeting was held online due to the COVID pandemic.

Mr. Aya, Senior Managing Executive Officer, said, "As a partner, I face the challenges you encounter and determine the agenda with the goal of ensuring safety and economic efficiency in navigation and cargo operations. Do not hesitate to share your honest opinions so the meeting is meaningful," in a speech.

Then Mr. Fujimaru, Executive Officer, said the "K" Line Group had made a step forward as a comprehensive seamanship company by showing the Group's ideals in terms of its reorganization of its carrier division, establishing "K" LINE MARINE SOLUTIONS CO., LTD. (hereinafter "KMSOL") in July and centralizing the "K" Line Group's sea businesses, seamanship and marine engineering.

The first presentation was given by the Corporate Sustainability, Environment Management, IR and Communication Group and was about the policy on the issues surrounding the "K" LINE Environmental Vision 2050.

The next presenter, Arax Corporation, gave a seminar on responding to inquiries from the media in an emergency. Using crisis response examples, the presenter lectured on the importance of crisis response and how to do it properly.

Next was the Advanced Technology Group's Tightening Cybersecurity on Ships presentation. They explained measures to address cyberattacks, which continue to become more frequent and sophisticated.



The KMSOL Marine Engineering Team explained information related to EEXI regulations, including our actions related to engine power limitation (EPL).

The final presentation was given by the KMSOL Inspection and Chartered Boat Team and was about the online seminar held by KLMA* for chartered ship crews.

After the presentations, seven excellent shipowners were introduced. They were chosen as a result of the fiscal 2021 ship inspection.

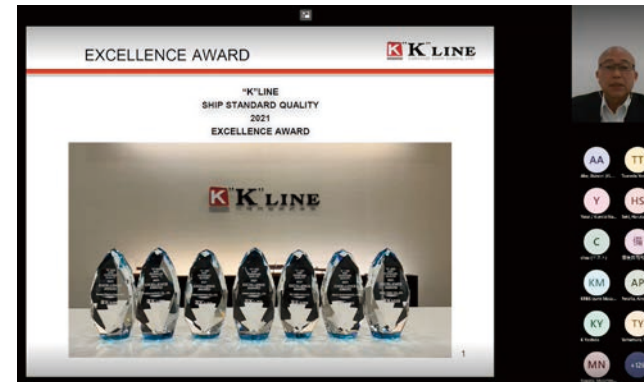
In closing, Mr. Fujimaru, Executive Officer, spoke again. "I would like to thank everyone, including the shipowners commended here, for taking your valuable time to be with us today. This time, our focus was on important topics tailored to your interests as much as possible. We also heard a presentation about initiatives related to EEXI regulations, for which the deadline is drawing near. I hope it will be helpful to you. The environment surrounding maritime shipping and ship navigation is rapidly changing. We will accelerate many different initiatives in pursuit of the enhancement of safety in navigation and cargo operations, our services and quality. The certain cultivation of a shared understanding with all of you will lead to good results. Your continued cooperation and dedication is highly appreciated."

Forty shipowners participated in this online meeting.

Lastly, we would like to express our gratitude to the people who cooperated in the holding of this liaison meeting.

Here are the companies commended as excellent shipowners in fiscal 2021. MC Shipping Ltd., Osaka Asahi Kaiun Co., Ltd., Kyowa Sansho Co., Ltd., Kumiai Senpaku Co., Ltd., Sanasia Shipping Corporation, Seno Kisen Co., Ltd. and Daiwa Kisen Co., LTD.

* KLMA: "K" LINE MARITIME ACADEMY PHILIPPINES. INC.



Starting Collaborative Research with Emirates Global Aluminium for Decarbonization

Coal & Iron Ore Team No. 3, Coal & Iron Ore Carrier Business Group

Recently, the "K" Line Group signed a memorandum of establishment of a working committee for collaborative research on decarbonization initiatives with Emirates Global Aluminium (hereinafter "EGA").

Since DubaiAluminium, the predecessor of EGA, was established many years ago in 1979, it has been engaging in raw material transportation using mid- and small-sized ships (the transactions are currently handled by KLPL). From 2019, cape size bulker started to carry bauxite under a long-term agreement (five million tons of bauxite per annum). In this way, the bilateral relationship has been deepened throughout the "K" Line Group.

Recently, the two companies reached an agreement on a collaborative commitment to the reduction of GHG emissions from maritime transportation. This will involve utilizing each other's knowledge in new technologies and fuel, etc. as we pursue the two companies' common goal of achieving net zero emission by 2050.

Following our medium-term management plan published on May 9, in the dry bulk unit, the transportation of steel materials by large vessel, including bauxite transportation, is defined as playing a leading role in growth while the mid- and small-sized ship business is positioned as one of the businesses that assume the role of refining capabilities to generate profit and contribute to our growth.

Throughout the "K" Line Group, we will deepen partnerships and work together to contribute to the global environment and society through the shift to low carbon and decarbonization which concerns customers and the maritime transportation industry.



The signing ceremony

From left: Masatoshi Taguchi, Managing Executive Officer of the Company; Simon Storesund, Chief Supply Chain & Business Development Officer of EGA; and Takahiko Tsurukawa, President & CEO, "K" Line Pte Ltd.

Community Clean Up Project

On October 20, 2022, "K" Line America, Inc. (KAM) employees were invited to participate in our 2022 Community Clean Up Project, an environmental target that was put on hold for nearly two years due to Covid 19. Twenty-six KAM employees partnered with "Friends of James River Park" to spend the afternoon cleaning up the park along the James River in downtown Richmond. KAM volunteers were split into two groups: group one assisted with litter pick up while group two assisted with painting over graffiti. "Friends of James River Park" provided KAM volunteers with all the tools necessary to tackle our project. Together we removed over 25 bags of trash and painted over graffiti in several areas along the river to provide a safe, clean park environment for the community. This project was a great success for both the James River Park and KAM volunteers. Our volunteers were excited at the opportunity to re-connect with one another post Covid all while beautifying one of Richmond's greatest resources!

"K" Line America, Inc.



The community where I live ~ São Paulo ~

Contributed by Mr. Takashi Kikuchi, "K" Line Brasil Ltda.

The flight time from Japan to here, São Paulo, is 30 hours by either the westbound or eastbound flight. The flight time to Brazil, often described as being on the other side of the world, is the same via either route, over the Pacific Ocean or Europe. You really feel that it is actually the other side of the world.

It has already been two and a half years since I started living in this country, but a majority of the time has been spent with restrictions on going out in place due to the COVID-19 pandemic, and it is only recently that I can finally enjoy going out and traveling. If I had received the request to write this "K" Line article a year ago, I would have only been able to explain about my house, where we had been confined, and the restaurants around my office.

São Paulo is the biggest city in the Southern Hemisphere with a population of 20 million people. It's residents are diverse, and various cultures from Europe, Africa, the Middle East, Asia and elsewhere mix in the city. I have seen many different people during the two and a half years I have been here. I will talk about some of the people I met or saw here for a start, before introducing the city.



Author: Second from the left



● Amigos on the first meeting

The most impressive thing in Brazil is the extremely close distance between people when compared to Japan. Conversations start with "Hi, amigo (friend)," even with a person you are meeting for the first time. Everyone, including waiters at restaurants I visit for the first time, sales clerks at supermarkets that I stop by for some shopping and Uber drivers whose services I happened to use, calls me "amigo," even though I am meeting them for the first time. I am sure that they would be completely unconcerned about my shyness, as I think "We don't really know each other." It seems to be an ordinary greeting here. Communications are friendly as you can see by conversations starting from amigo. Quite a lot of people are literally the jovial Latin person that most Japanese people imagine.

● Andrew, who loves beaches

I think that most Japanese also imagine that the people here love to go to beaches. You would understand it if you saw the local climate and the many beautiful beaches. They also have an absolute confidence in the beauty of the beaches in Brazil and when asked they will talk endlessly about the beaches they recommended, such as Natal, Pipa, Paraty, and Maceio. One of our staff members, Andrew, enthusiastically tells me about many things.



Andrew (A): Mr. Kikuchi, this beach is a great spot. You should visit it!

Author (I): Ok, I will consider visiting it on the next holiday. Is it near from here?

A: Yes, it is. It is about six hours away by car.

I: What?! It is not near if it takes six hours by car.

A: Really? It is normal. If you fly to Rio, it is only four hours from there.

Sometimes, I have moments where I am confronted with how big Brazil is. It is 23 times larger than Japan.

● Rodrigo, who likes children

Nearly everyone in this city is friendly towards children. When I go to a restaurant, even when my four-year-old son, who is constantly on the move, walks around the store, waiters will take care of my son without frowning. They will play with my son most of the time and catch him at the entrance so that my son does not run into the street. At the Brazilian restaurant I occasionally go to with my family, the *garçom* (waiter) Rodrigo takes care of my son in a very friendly way. When my son finishes a watermelon juice, Rodrigo praises my son, saying, "You drank it all? Wow!" When Rodrigo comes back after taking an order at another table, he says a few words to my son and pats my son on the head. (He speaks Portuguese, so I don't know what he says.)

● Marcelo, who is worried all the time

There are a lot of things to recommend about São Paulo, but there are also some bad things. One of them is unsafe neighborhoods. The Japanese consulate frequently sends notifications about Japanese robbery victims, both tourists and residents. I am taking measures such as not going out at night. If I absolutely have to go out, I use Uber even if the destination is near. I have had the good fortune to have taken an Uber driven by Marcelo several times.

Marcelo, who loves Japanese, teaches me about crime prevention while I am riding in his car, saying, "You are Japanese! You should be careful about this." (He speaks English, which is unusual for Uber drivers). He said that I should not use mobile phones on the road because they will quickly be stolen, that I should walk fast at night, basically, and look back at least every 30 seconds. He also told me not to withdraw money from a bank alone, that it would make me a target, and other advice. I am sometimes surprised at those words, which I rarely heard in Japan. However, I receive them with many thanks as the advice is given out of kindness.



By the way, Brazil is the only country in South America whose official language is Portuguese. All of the other countries in the region use Spanish. The difference between Spain, which tried to reach the new continent during the Age of Exploration, and Portugal, which tried to reach India and Asia, is made glaringly apparent by this. According to some sources, the group of Portuguese ships which first arrived in Brazil were originally headed to the Indian Ocean. If those ships had arrived in the Indian Ocean as planned, the official language of Brazil might be Spanish. I am a person whose grades in English were slightly above failing when I was a student, and, of course, I have never taken Portuguese classes.



However, since you cannot communicate in English in the city, I am still learning Portuguese for survival. Portuguese, which most Japanese are not familiar with, is a sister language to Spanish, Italian and French, which are all of Latin origin. Sometimes, I hear a somewhat familiar-sounding word and unexpectedly discover a word that we use as a loanword in Japan. I am surprised at them and enjoy them. I will share some impressive Portuguese words.

● "Pão de Queijo"

This is a small bun with cheese in it that is sold everywhere in Brazil. "Pão" means "bun" and "queijo" means "cheese." To my ears, it sounds like "Pon the queijo", but it can be

read like "Pon de queijo." I remembered that there is a "Pão de ring" at a certain donuts shop, and I unexpectedly learned the origin of the word.

By the way, there is a chain store named Casa do Pão de Queijo (House of Pão de Queijo) here. The signs hanging outside the stores are of a smiling old woman, which is similar to the character from the famous chain of cookie stores.

● "Ne?"

People in Brazil sometimes adds "ne" at the end of their sentences. Its pronunciation is very similar to "Ne?" in Japanese, a word that is put on the end of a question, and is used like "isn't it?" in English.

At first, I thought that they were using the word for Japanese people, mixing Japanese words into conversations with

us, and I appreciated that. However, it is an abbreviation of "não e." "Nao" means "not" and "e" means "is." It is used exactly in the same way as "isn't it?" It seems that there are cases where totally different languages sometimes have similar words that are pronounced and used similarly.

● "Ta?"

This is also an abbreviation of a word, and I quite often hear it. The original word is "está bom," which combines "está," which is used very similarly as "is" in English, with "bom," which means "good." This "está bom" can be used as both "it is ok" and "is it ok?" The word was abbreviated to "tábom," which was further abbreviated to "tá." Only "tá" has come to mean the same thing. I guess that it is convenient, and I frequently hear the conversation, "tábom?" "tábom," everywhere, for example, when making a final check of an order at a restaurant or confirming understanding at work.



It is shocking for me that the conversation, "Anything else?" and "No, that's all," in English can be conducted with "ta?" and "ta," in Portuguese. Are Brazilians restless?

● "e u a"

The letters of the alphabet are pronounced differently in Portuguese than in English.

It's not a big deal that A is pronounced "ah" and B is "beh." However, when I learned that H was pronounced as "agga" and R was "ech," I gave up trying to remembering all of the pronunciations of the letters. My name, Kikuchi, is pronounced "Kikushi" here, so customers often call me "Kikushii." The spelling is sometimes changed to "Kikuxii," which is pronounced "Kikushii."

Well, the above "e u a" is spelled "EUA." Surprisingly, it means the USA. It is officially the Estados Unidos da América. The abbreviation is similar to that of a Middle-East country and is very confusing. I never would have imagined it several years ago, but I am in an environment where I am learning Portuguese, which I was unfamiliar with in the past, on the other side of the world. However, I enjoy every day and thinking that less than 1% of Japanese people are able to experience this.

Brazil is a country that is far away from Japan. However, since the country has world-famous tourist spots such as Iguassu Falls and the Amazon, I think you might visit this country someday. To prepare for that, why don't you learn some Portuguese?

Até mais!!



Letter from the South American Andes, Part 7

Contributed by Ms. Sandra Chacon, "K" Line Chile Ltda.

Precious Memories of Pichidangui, a Paradise in Chile

In 2009, I and my beloved husband Carlos decided to build a little house on the beach in Pichidangui, a beautiful town in northern Chile, a two-hour drive from the capital, Santiago.

It is an ideal location for us because we can enjoy holidays together with my family and friends there. There is a beautiful sea, a beautiful landscape, and the best bay for fishermen to catch delicious seafood. The horseshoe-shaped coast runs a long six kilometers. It attracts many sport fans because of the many favorable conditions for marine sports including diving, kayaking and surfing.

Pichidangui means a small raft in Mapuche. The tranquil seaside town is the perfect place for having a relaxing moment together with my family, even though it is a small town, true to its name.

I love biking in this town! The happiest moment for me was walking with my husband on the beach everyday. We used to talk to each other for hours and make plans for the future. We spent irreplaceable moments together. Pichidangui became a paradise for us.

They are, however, memories now. My husband was called to his eternal rest several years ago. Having lost him, I still enjoy all blessings of Pichidangui with my family, children and friends.

At the end of the last year, I invited the dear members of "K" Line Chile for a Chilean-style barbecue accompanied by some nice Chilean wine and Japanese sake. After eating, we played bingo and laughed together, strolled together along the beach, and took a pictures at the beautiful wooden church building. Although it was very windy and cold that day, some brave people dove into the sea and enjoyed swimming like Humboldt penguins.

I will never forget the wonderful day I spent with my "K" Line Chile colleagues in Pichidangui. When I see my husband again in the future, I'm sure I will talk about the happy memories.

When you visit Chile, don't miss Pichidangui. It is a paradise. I would love to be your guide!



With my dearest husband at the house in Pichidangui

Miho's Dream Journey Goes Across the Wilderness of the Sea - Eco to the Future -

Corporate Sustainability, Environment Management, IR and Communication Group

Upcycle

Kantaro is working silently on the deck of Eco Bridge, which is underway in Japanese coastal waters.



Kantaro, what are you making?



Miho

I am making a shelf for the Engine Control Room using scrap lumber generated onboard the ship.



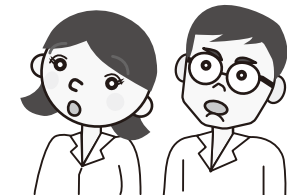
Kantaro



Eco Chief Officer

It is upcycling — a good initiative for reducing waste.

What is upcycling?





Upcycling is the reuse of waste that was originally to be disposed of by adding value using ideas and design. It is also referred to as creative reuse and it makes it possible to lengthen the waste's product life. Therefore, it can be considered a product upgrade.

Is the reuse of waste different from conventionally implemented recycling?



Typical examples of recycling include cloth made of fibers that are produced by using PET bottles as a raw material and recycled paper and toilet paper made from waste paper. Extracting what is usable from waste and reusing it as a raw material or ingredient are common to both upcycling and recycling. However, recycle requires energy to return waste into raw materials or ingredients. Upcycling does not return waste into raw materials or ingredients but makes use of the material of the original product as is.

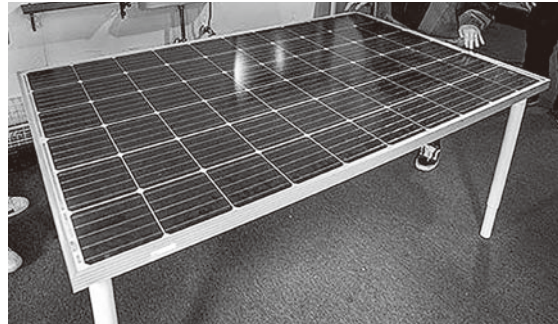
Because upcycling does not require energy, it can also reduce the impact on the earth. When compared to recycling, it is a more sustainable reuse method. What are some familiar examples of upcycling?



One familiar example of upcycling is plastic umbrellas. Plastic umbrellas are difficult to recycle because they use metal and plastic, and they use polyethene and polyvinyl chloride plastic materials. In Japan, approximately 80 million plastic umbrellas are disposed of in landfills annually. To reduce the amount of waste thrown into landfills, there is an initiative remaking these plastic umbrellas into bags or wallets through a production process that is as eco-friendly as possible. There are also initiatives to reuse solar panels that have outlived their useable lives as tables and remake waste tires and waste fire hoses into bags.



(1) Bag made from a plastic umbrella



(2) Table made from a solar panel



(3) Bag made from fire hoses

Many items are upcycled!



Upcycling reuses not only commodities but also waste and by-products generated in the production and processing of foods. For example, upcycling includes remaking vegetable peels and fruit stem into snack foods and the processing of irregular fruits into jam or juice.

The upcycling of foods seems easy, even for individuals and will lead to the reduction of food loss!



Upcycling is deeply connected to Goal 12 of the SDGs, "Ensure sustainable consumption and production patterns," which I explained in the previous issue. Our economic system has been using a huge amount of resources and energy to produce, consume and discard a great number of products. However, the global population is increasing, and the limited global resources are being depleted. To ensure sustainable production and consumption patterns, both the people that produce products and services and those that consume them must change their behaviors.



It is important to increase not only producers' but also consumers' environmental awareness. In upcycling, eco actions are linked to not only companies' and individuals' initiatives for reusing products but also individuals' selection of upcycled products.

I see. Let's start our environmental efforts by being aware of what individuals can do easily, such as selecting upcycled foods!



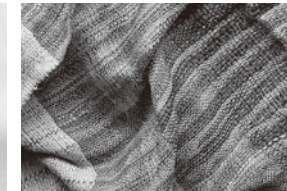
◆ Supplementary Explanation

It is said that upcycling started in 1994, when Reiner Pilz talked about upcycling and downcycling* in the German media. However, the concept of upcycling had already existed before then. In 1800s, a thinker in the US, Ralph Waldo Emerson, said, "There is nothing whose life ends and is discarded. Even after its maximum use, it is next used for an entirely new service that had been hidden up to that moment."

Also, in Japan, which has fewer resources, there has been a culture of reuse since old times. For example, it is said that Kintsugi (golden joinery), a traditional technique that joints cracks or flaws on a pottery with Japanese lacquer and decorates the joints with gold or silver, has been performed since Muromachi era. In addition, in the Edo era, when cotton and silk were precious, people separated used cotton and silk cloth into fibers, and wove them together with inexpensive hemp yarn to produce a woven cloth called "sakiori."



Kintsugi



Sakiori

*Downcycling: Downcycling is the opposite of upcycling. Though downcycling also creates new value, the value will be lower than that of the original product, which is the difference from upcycling.

For example, downcycling is when a used piece of cloth becomes a dustcloth. Downcycled products have a high possibility of being discarded again. Those products often have a shorter usable life.

Lecture at Japanese Schools in Panama and London Communicating the attractiveness of maritime shipping to little diplomats!

Contributed by Mr. Keiji Tomoda, Vice President of the Japanese Shipowners' Association

It has already been almost two years since the spread of COVID-19 restricted the flow of humans and face-to-face events. Usually, we provide tours for people to see our operating vessels and captain's lectures in many places, mainly during July, which is Ocean Month, to contribute to the improvement of the understanding of maritime shipping, but we are unable to now.

In this situation, are there any ways to communicate the attractiveness of maritime shipping to the next generation? That is recognized as a problem across the whole industry, and organizations involved in maritime affairs put out the idea of enriching virtual content first. Each of the organizations and their member companies are implementing activities to increase awareness of maritime affairs, mainly by enriching the content of their websites, while strengthening public relations to introduce their main businesses.

For a very long time, each organization or company has individually been preparing and distributing materials explaining maritime shipping and shipbuilding in easy-to-understand ways, but some schools that have received these materials separately have said that it is difficult to get a whole picture of the industry and difficult to use the materials. Therefore, I consulted with Mr. Tadashi Ogawa, the principal of Marugame-shi Johoku Public Primary School, whom I got acquainted with at a tour of our operating vessels, and sent him a set of materials related to the maritime industry to start a pilot program to increase their usage rate in schools.

The school, which became the first runner, has added easy-to-understand descriptions to each material and established a maritime shipping section in its library, and uses them as educational materials for their classes. I sent the materials to some schools in cities that have connections with maritime affairs in Japan to introduce the use case in Marugame and also sent them to Japanese schools in Panama, London, Singapore and Santiago, where personnel related to us are working. In the meantime, Mr. Seiji Kosaka, the principal of a school in Panama, (and his successor, principal Akira Munakata) and Ms. Rika Morishita, the assistant principal of a Japanese school in London, requested that I lecture, because both places are closely connected to the maritime industry and they wish their students to deepen their understanding of it. So I took them up on the opportunity when I went there on a business trip, and I gave lectures in both the places.



With students at the Japanese school
From front left: Mr. Komatsubara, the first secretary; Mr. Munakata, principal; Mr. Tomoda, Vice President; Mr. Yamagami, Deputy General Manager

In Panama, I presented a lecture to all of the students of an elementary and junior high school in February this year under the themes "Vessels and vessel crews that connect the world and support life" and "The Panama Canal" and to junior high school students in May under the theme "Maritime shipping that supports Japan and work at ports and harbors." In London, I gave a lecture about "Maritime shipping and work that supports the UK, Japan, and the world" in June. The Japanese school in Panama is a small school that currently has 14 students ranging from elementary school to junior high school. (At its largest, the school had 138 students.) The current ambassador to Panama, Mr. Hideo Fukushima, serves as its honorary principal. The materials were also provided to the school via the first secretary, Mr. Komatsubara, who originally worked at our company. The Panamanian government, which approves the status of international schools, requests schools holding international school status to provide Spanish education as requirement. This school also provides English education to foster the internationalism of the students. In addition, the students are living in an environment where they can see vessels sailing the sea relatively near to their residences and vessels sailing the Panama Canal, so they have a strong interest in the sea and vessels.

In the Q&A session after the lecture, students asked me some insightful questions that I had to consider hard to answer, such as "Which do you think is more important, the Panama Canal or the Suez Canal?" and "Are Panamanian crews on board Panamanian vessels?" Also, some students said that they wanted to be our crews at the end of the lecture in February. It was an impressive visit for me in my long-year involvement in promotion of maritime affairs education. To the students, the future generation living in a place where a variety of ethnic groups reside that is a strategic place in marine transportation, I said that I want them to be a bridge between Japan and Panama, and also the world, and vessels are a bridge that supports people's lives around the world by sailing without stop in cooperation with vessel crews from many countries, and thanked them for their increased interest. The teachers there also told the students to carefully study the role of vessels precisely because they are living in Panama. I was impressed to see how fans of maritime shipping grew like that.

Taking the opportunity of my attending a public hearing regarding the Panama Canal Office's revised canal toll system in May, I provided lectured again on the theme, "People working at maritime shipping companies," in response to the students of that junior high school requesting a lecture that could lead to the expansion of career choices and their vision of the future vision.



On the day, all the students gathered in the gym. After listening to a speech thanking us for our presentation of maritime shipping awareness building materials prepared by the organizations involved in the maritime industry and the previous lecture, I gave a lecture to the junior high school students with five themes (1. Onshore and offshore work of maritime shipping companies, 2. Maritime shipping companies do not just carry goods, 3. Work of maritime shipping,



4. Meaning of working in maritime shipping and at ports and harbors, 5. What is necessary to work actively in maritime shipping and at ports and harbors), and I emphasized that the people working in the maritime shipping industry are workers that are essential in the lives of people around the world and citizen diplomats. I concluded my lecture, mentioning, "The people in Panama, who in their lives have relationships with various ethnic groups in this critical passage for marine transportation, are already little diplomats. I expect that you will work with us in the future." The students asked me a lot of questions like "What is the most impressive thing in your work at the maritime shipping company?" and "What gives you job satisfaction?" There were sharp questions that were far wiser than those asked by many adults, such as, "What are the causes for the delayed marine transportation during the recent logistics disruptions?" and "What do you see happening in the future?" and adorable questions like "What is the most popular food on a vessel?" which almost extended the lecture time. To the last question, I answered that very unique foods are provided on vessels where crew members from many countries are often on board. For example, on celebratory occasions such as Christmas, we have been served a roast whole pig cooked by a Filipino cook. We are served Japanese foods too, but sauries are specially added to the curry and rice in some cases.

On a later day, I sent the school a lecture plan titled "Things vessels' crews look forward to" prepared by Mr. Tadakimi Murakami, a teacher at Mihara Elementary School Attached to Hiroshima University, which focused on the importance of cooperation in an international society by showing the cultural diversity seen in vessel foods based on photos provided by our vessel division, together with the photos of vessel foods to help deepen the students' understanding.

In a letter of appreciation I received later, the students expressed their thoughts, saying that they were able to understand the amazing side of maritime shipping, and that they were proud of living near the famous Panama Canal and want to be a bridge to Japan in the future."

I did a follow-up immediately afterwards, hoping to give the students of the school who had deepened their knowledge an opportunity to go aboard a vessel. Because I heard that a Japan Maritime Self-Defense Force training squadron would call in Panama in July, I asked Mr. Umio Otsuka, the ambassador to Djibouti who was previously a commander of a training squadron, and Mr. Hideki Yuasa, the commander of the Self-Defense Fleet, to develop a consensus during an interview and supported the request made by Japanese embassy in Panama, to related ministries for a special vessel tour for Japanese schools. When I received a commemorative photo showing the students with their shining eyes, I was confident that they would be little diplomats in both name and reality through their meeting the essential workers working on various vessels.

In London, I visited a Japanese school right before the start of a once-in-thirty-years train strike. London was the first place I was assigned overseas, and I stayed there with my children who were in school at the time. Seeing the city for the first time in 25 years, and seeing that it had not changed, I felt that I had slipped back in time to the old days and gave a lecture from a younger mind.

I lectured 31 first year junior high school students as a part of career education under the themes of 1. History of the UK, maritime shipping, and export and import trade — Similarities with Japan, 2. About the IMO — London, the center of global organizations and industries involved in maritime industry, 3. Introduction to maritime shipping, 4. Issues Maritime shipping industry faces — Actions for safety and the environment, 5. Work of maritime shipping (off-shore and onshore cooperation, multinational communication), and 6. Attributes and talents required to be active in the world of maritime shipping and the



attractiveness of the maritime shipping business. A student asked, "Why did you select this career?" My answer was that Maritime shipping is a business that transports what is needed for people to live. To compare it to the human body, it is the veins that carry blood. I felt proud of this important work, as it can be said that it carries life itself. I concluded the lecture saying, "I support all of you who will fly across the world from London." Ms. Rika Morishita, the assistant principal of the school, expressed her great appreciation saying, "The students' interest has increased through our reading the materials prepared by organizations involved in the maritime industry to the students and the establishment of a maritime shipping section in the library. Among these materials, the 'K' LINE booklet, "I want you for the 'K' Line," is handy and easy to understand, so it draws the attention of everyone, not just students but also teachers. In addition, your lecture explaining that maritime shipping is not viable without contributing to international society and respecting the diversity of people living on vessels and people involved in overseas activities is aligned with the motto of our school, 'International contribution and respect for diversity'. I can see from the review sheets from the students that they are more interested in the work of maritime shipping and want to try it. They have broadened their perspective to include a world they had not known much about until now."

I have also received lecture requests from other schools in Japan and overseas that I have sent the materials prepared organizations involved in maritime industry. In addition, seeing that Mr. Takiguchi, a resident officer in Santiago, gave a lecture at a Japanese school there and Captain Kusakabe and Mr. Yamada of the Nagoya Port Captain Team regularly lecture at schools in Toyohashi and Nagoya, I feel that our activities to communicate the attractiveness of maritime shipping to the next generation have been making progress, shifting from dots to a line.

I hope that the COVID-19 pandemic will end and the tours to see our operating vessels and the captains' lectures as a set will resume, and triggered by this, the activities will enter a "surface" stage through the continued activities of the maritime shipping outreach people.

