



OCEAN BREEZE

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No. 208 2024 Winter

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Emirates Global Aluminium Ceremony to Commemorate the 100th Capesize Bauxite Shipment

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

On September 26, last year, a ceremony to commemorate the 100th Bauxite shipment by "K" LINE capesize bulker at the Emirates Global Aluminium (hereinafter, "EGA") at their Al Taweelah head offices in the United Arab Emirates (hereinafter, "UAE").

At the ceremony, speeches were delivered by EGA's CEO Kalban, the SHARAF GROUP's Vice Chairman SHARAFUDDIN, and "K" LINE's Vice President Asano, expressing gratitude to all the people involved in the transportation and handling of a total of 7.7 million tons of bauxite without incident during 100 voyages. "K" LINE gave a presentation showing a roadmap for decarbonization to achieve the common goal of net-zero emissions by 2050, while EGA expressed their appreciation and expectations for us as one of their long-time partners. We have continuously engaged in discussions and conversations through decarbonization conferences with EGA since commencing joint research for decarbonization in June last year, and this direct encouragement from their top management was inspiring for us.

Since first transporting alumina in small- and medium-sized vessels for Dubai Aluminium, a predecessor of EGA, in 1983, the Group has been engaged in ore transportation for them over a long period of time. We were recognized for our experience and trust, winning a 25-year COA deal for bauxite transportation by capesize in 2014. We are transporting about 5 million tons of bauxite a year from the Port of Kamsar in Guinea, West Africa to Khalifa Port in the UAE. About four years since the contract came into effect in April 2019, allowing us to celebrate a memorable 100th voyage when the ship arrived in Khalifa Port on July 21, 2023. The first voyage under this COA deal was done by MV CAPE TAWEELAH, which also completed the 100th voyage. The ship was named after Al Taweelah, where the head offices of EGA are located, and having this ship complete the important voyage made it a special voyage for both companies, serving as an opportunity to reaffirm the strong trust that exists between the two.

"K" LINE will keep offering high-quality, competitive, and safe transportation services by actively meeting diverse transportation needs, aiming for another 100 voyages, and taking on new challenges.



From the left: EGA's CEO Mr. Bin Kalban, "K" LINE's Vice President Asano

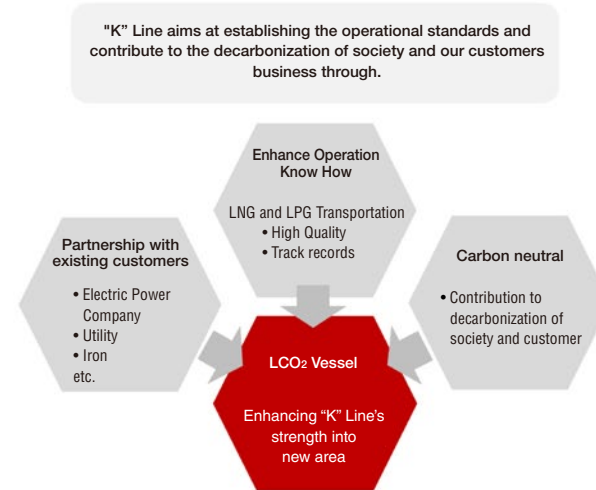
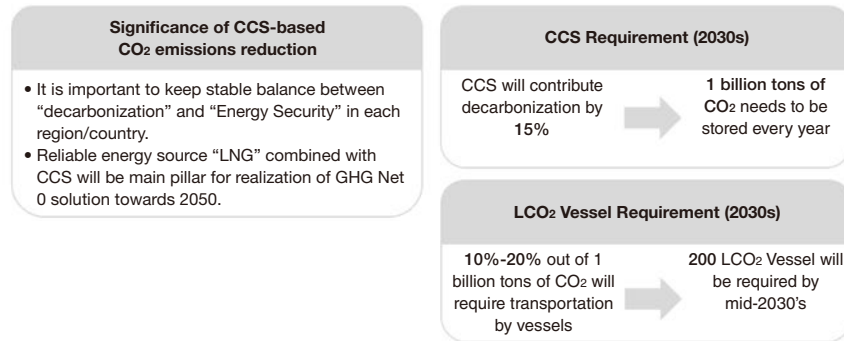
Initiatives for Liquefied CO₂ Carriers in 2023

Renewable Green Business Team, Carbon-Neutral Promotion Group

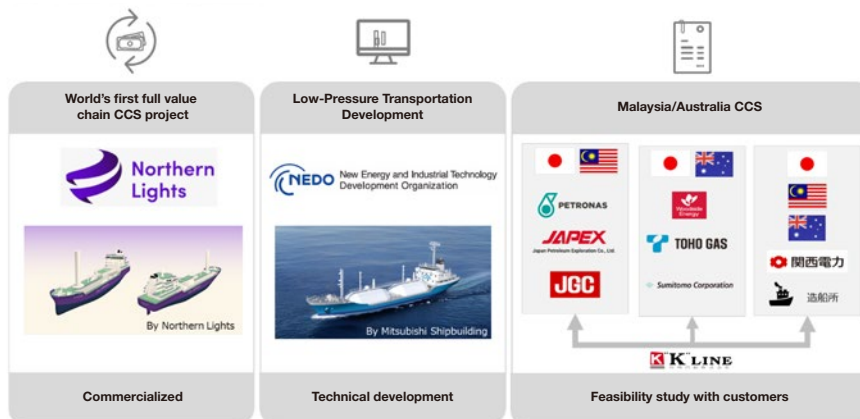
The following collectively reports on "K" Line's initiatives taken in 2023 in relation to the development of liquefied CO₂ transportation.

Initiatives for Liquefied CO₂ Carriers

Significance of and Demand for the CCS Projects



"K" LINE's Initiatives full value chain CCS project



[Demonstration Testing]

EXCOOL, a demonstration test vessel for the NEDO demonstration project for liquefied CO₂ transportation, is delivered

Press: November 28, 2023

A delivery and naming ceremony of demonstration test vessel “EXCOOL” was held at Shimonoseki Shipyard of Mitsubishi Industries, Ltd. (Shimonoseki City, Yamaguchi). She will be operated for the liquefied CO₂ marine transportation demonstration project implemented by the New Energy and Industrial Technology Development Organization (NEDO). “K” LINE’s President & CEO Yukikazu Myochin also attended ceremony in a grand atmosphere.

We will pursue the establishment of large-volume, long-distance transportation of liquefied CO₂ with EXCOOL, which plays an important role in CCUS in Japan, and we will also test and demonstrate related technologies. To transport LCO₂ a long distance from the captured location to the storage site, a marine transportation is effective one. Such can be further effective with larger vessels. To enlarge the vessel size, transporting LCO₂ at the condition of “low-temperature and low-pressure” is more effective compared to existing transportation condition at “mid-temperature and mid-pressure”. For the purpose of establishing the safe transportation protocol and operational knowledge of LCO₂ at “low-temperature and low-pressure”, we will pursue the various experiments on EXCOOL.

The “COO” of EXCOOL is meant to represent CO₂. The name of the vessel conveys our determination to accomplish operations at “Ex-COOL,” a lower temperature than that used in regular transportation of LCO₂. Nippon Gas Line Co., Ltd., the operating company of EXCOOL selected the naming idea of EXCOOL” proposed by Mr. Murata, technical advisor to “K” LINE’s Carbon-Neutral Promotion Group.

In constructing EXCOOL, “K” LINE contributed to risk assessment and the creation of the operation manual leveraged its expertise in the operation of liquefied gases transportation such as LPG and LNG. Going forward, we will analyze demonstration data obtained from the operation of EXCOOL at various conditions of LCO₂ loaded into the tank.

[Outline of Vessel]

Tank capacity:	1,450m ²
Length overall:	72.0m
Breadth:	12.5m
Draft:	10.50m

[Delivery and naming ceremony]



[EXCOOL]



Photo taken by Mitsubishi Heavy Industries, Ltd.

CCUS is considered to be a technology indispensable to achieve carbon neutrality by 2050. Preparations are also underway in Japan for implementing CCUS in Japanese society from 2030. In addition, we have been seeing an active global trend toward the utilization of the abundant CO₂ storage potential overseas, as represented by the establishment of the Asia CCUS Network. Numerous projects in this area are underway and demand for large-volume transportation of LCO₂ is globally expanding beyond Japan. "K" LINE will contribute to the marine transportation of CO₂ which is eco-friendly, safe and economically efficient. To respond to the expanding demand for large-volume transportation, "K" LINE will contribute to develop the safe, environmental-friendly and economical marine transportation of LCO₂.

[Feasibility Study]

■ **MOU for Feasibility Study to Establish a Japan-Australia CCS Value Chain**

Press: September 7, 2023

Sumitomo Corporation (Sumitomo), Toho Gas Co., Ltd. (Toho Gas), "K" LINE and Woodside Energy Ltd (Woodside) have signed a non-binding memorandum of understanding (MOU) to jointly conduct a feasibility study to establish a CCS value chain between Australia and Japan.

This study is to investigate the feasibility of establishing an entire CCS value chain among the four companies, whereby CO₂ emissions from various industries and companies in the Chubu region, Japan, are hoped to be captured/accumulated, and liquefied by using such technology as CO₂ separation and capture using unutilized LNG Cryogenic Energy* being developed by Toho Gas and transported to Australia by a low-temperature, low-pressure liquefied CO₂ carrier for injection/storage at Australian storage site. Through this study, we will estimate the amount of CO₂ to be captured, examine the optimal CO₂ capture, accumulation and transportation methods, estimate the amount of CO₂ that can be stored at storage sites in Australia, evaluate the necessary storage technologies and monitoring systems. In addition to the technical requirements, we will assess the relevant regulatory frameworks and the costs in each segment of the CCS value chain. The four companies aim to work together to assess the commercial viability of the CCS business.

* CO₂ separation and capture technology using unutilized LNG cryogenic energy

Technology to separate/capture CO₂ contained in factory exhaust gas by chemical absorption method using a small amount of energy by using unutilized LNG cryogenic energy. This technology was adopted by the New Energy and Industrial Technology Development Organization (NEDO) as a "Green Innovation Fund Project / Development of Technology for CO₂ Separation, Capture, etc."

■ **"K" LINE and KEPCO Sign Service Agreement on Development of Liquefied CO₂ Carrier Design for CCS Value Chain**

Press: November 14, 2023

"K" LINE and Kansai Electric Power Co., Inc. (KEPCO) have jointly studied optimal marine transportation and storage schemes for the liquefied CO₂ from KEPCO's thermal power plants to develop the Carbon dioxide Capture and Storage (CCS) value chain since the signing of a memorandum of understanding on January 19, 2023. Having completed an initial joint study on liquefied CO₂ shipping, the two companies have now entered into a service agreement to study feasibility related to the liquefied CO₂ carrier's design involving domestic and foreign shipyards. This detailed study, which includes design development by shipyards, is ahead of the initiatives of other CO₂ emitters. Based on this Service Agreement, "K" LINE and KEPCO will study and develop optimal specifications for liquefied CO₂ carriers and aim to realize liquefied CO₂ marine transportation.

APEX, JGC HD, and "K" LINE Sign a Key Principles Agreement with PETRONAS for the Maturation and Development of the CCS Project in Malaysia

November 20, 2023

Japan Petroleum Exploration Co., Ltd. (JAPEX), JGC Holdings Corporation (JGC HD,) and "K" LINE (hereinafter referred collectively as the "Japan Consortium (JC)") have agreed and signed the Key Principles Agreement ("KPA") with PETRONAS CCS Ventures Sdn. Bhd. (PCCSV) on 22nd September 2023, to jointly mature and develop the CCS (Carbon Capture and Storage) project plan and structure (hereinafter the "CCS Project Development") aiming the commercialization of the CCS project by the end of 2028 at offshore Malaysia.

The signing ceremony took place in Japan, attended by PETRONAS President & Group CEO, YM Tan Sri Tengku M Taufik, JAPEX Representative Director and President, Masahiro Fujita Representative, JGC HD Senior Executive Officer, Technology Commercialization Officer (TCO), Masahiro Aika and "K" LINE Managing Executive Officer, Satoshi Kanamori in the presence of Mr. Saeki, Director of Ministry of Economy, Trade and Industry (METI). The announcement was made today after receiving consent from relevant stakeholders.

The CCS joint collaboration study (hereinafter the "Joint Study") was commenced by PETRONAS and JAPEX in January 2022 and JGC Corporation, a subsidiary of JGC HD. and "K" LINE joined in July of the same year, has successfully assessed the underground storage capacity of CO₂, marine transportation from CO₂ emission sources, and the most effective CO₂ storage scheme for the purpose of permanent storage at offshore Malaysia. Based on the conclusion of Joint Study, that targeting the depleted oil and gas fields and the associated aquifers, identified offshore Malaysia, will maximize practicality of CO₂ storage and feasibility of the earliest commercialization, we have agreed to execute the CCS Project Development jointly.

The KPA will commence the specific preparatory works with a view of beginning the front-end engineering design in 2024 and the subsequent construction works, aiming to inject and store CO₂ from Malaysia and Japan in the end of 2028. We will proceed with the detailed engineering of the specifications, estimated costs, and business scheme, including infrastructure network of CO₂ pipelines from onshore gathering, receiving facilities for liquefied CO₂ transported by ships and offshore injection facilities. PCCSV and JC will work closely with other Malaysian stakeholders for the development of the CCS hub in Malaysia.

PCCSV and JC will execute the CCS Project Development aiming for the final investment decision on the commercialization in the mid-2020s and the operation commencement by the end of 2028. The target amount of CO₂ injection is to be at least about 2 million tons per year at the beginning of the project, including that from Malaysia and Japan, and 5 million tons per year by 2030, with a view to increasing the amount to more than 10 million tons per year in the early 2030s.

In addition, the JC will continue the joint evaluation (hereinafter the "Joint Evaluation") aiming to establish the CCS value chain originated from Japan with JFE Steel Corporation since this June and will manage to collaborate between the Joint Evaluation and the CCS Project Development.

By executing the KPA for the early commercialization of the CCS project, JAPEX, JGC HD and "K" LINE aim to contribute for the realization of de-carbonized society in Asia targeted by the "Asia Energy Transition Initiative (AETI)."

[Photo taken at the basic agreement signing ceremony]



Conduct Emergency Response Exercise 2023

Safety and Quality Management Group, "K" Line Marine Solutions Co., Ltd.

On October 12, 2023, a large-scale emergency response exercise was conducted partly with the use of online tools to ensure that the optimum response to serious maritime accidents was in place. It simulated an emergency situation in which an LNG carrier was stranded while trying to avoid a collision with a suddenly approaching fishing boat during passing Tokyo Bay Uraga Channel.

The overview is as follows.

[Accident Scenario]

After unloading, the vessel was navigating southward in the Tokyo Bay and lost control in the Uraga Channel while trying to avoid a collision with a north-bound fishing boat which suddenly approached the vessel. The carrier became stranded near Kannonzaki and two crew members were injured.

As a further complication, false information about the accident was being spread on social media.

When we were notified that the accident had occurred, we established Accident Response Headquarters. We checked to ensure that information related to the state of the vessel, human life, the presence of spilled oil, etc. were collected properly from parties, both internal and external and that the required actions and notification system would be implemented smoothly.

As we did in 2022, we conducted the exercise assuming the use of online tools for emergency response. Partially because of the continued use of the online system since the beginning of the COVID-19 pandemic, communication with the action teams was smoother than in the previous exercise.



At the end of the exercise, a mock press conference was held at Iino Conference Center. In the exercise, Senior Managing Executive Officer Kiyotaka Aya, Managing Executive Officer Satoshi Kanamori and General Manager Murayama participated in the conference and, simultaneously, President Shoji Fukuda also participated online from the KMSM office in Singapore. During the press conference, journalists asked many questions, which made a tense atmosphere as if it were a real one.

We will prepare for unexpected situation through this emergency response drill and also enhance safety in navigation and cargo operations, environmental conservation, and transportation quality while implementing safety culture awareness-raising activities for employees on the sea and ashore, such as the Safety Campaign.

Lastly, we would like to express our gratitude to all the people who participated and cooperated in this exercise.





Captain KAI Family Incubated

"K" Line Chile Ltda



Hello, everyone. "K" Line Chile (KCL) got new friends. We would like to introduce the Captain KAI Family.

In April 2023, during the fall in Chile, President Toshiharu Takiguchi suggested that KCL create a mascot and hold an in-house competition to decide on its design.



Daito Corporation's Tsunagu-chan is well-known among the "K" Line Group companies. Being Tsunagu-chan fans, we wanted to also have a cute, catchy mascot at KCL. For this reason, our staff members were very motivated to participate in the competition. From among the many unique entries from our colleagues within the company, the Captain KAI Family received the largest number of votes. The winner is inspired by a family of penguins.



"Why penguins?" some of you may be wondering. Patagonia, a region extending across the southern part of Chile, is a habitat for Humboldt penguins, Magellanic penguins and many other species of penguin. The area is like a penguins' paradise. There are penguin tours for tourists in Punta Arenas.



Penguins look very cute. The round eyes and the way they walk. Imagine the richly furred baby penguins sticking close to their parents. They look so adorable. Penguins act in a group to survive the severe environment, protect their babies and sometimes they go so far as sacrificing their own lives for that purpose. Each penguin works for the others while the group works for each individual in the group. Wishing to reflect these characteristics in the concept for KCL's mascot, we began to create characters which are assumed to be the members of a penguin family inhabiting southern Chile.



Here is a quick introduction of the characters. The leading character is Captain Jr. KAI (center in the images on the next page). A kanji character with the reading "kai" means sea. The name comes from the association of a shipping company with the great expanse of the ocean. Keishin, KAI's father, is the captain of a ship. KAI's mother is Keira. She has four sons, Jr. KAI and his younger brothers, Keiichiro, Keijiro and Keisaburo, who are triplets. The names of all of the members of the family begin with "K." The triplets wear sailor suit with ribbons colored differently from one another, so you are able to distinguish them. Jr. KAI's sailor suit is white, red and blue, representing the design of Chile's national flag.

(The penguin family has many other unique characteristics. For detailed profiles of them, see KCL's website; <https://es.kline-chile.com/>)



In 2023, the first project with them started and it was decided to publish a memorable first Captain KAI Family picture book. The story begins in Patagonia and features the wide variety of nature in southern Chile viewable during the long trip to San Antonio, a major port on the west coast of South America. In the picture book, the family of penguins introduce our car carriers and communicate to readers a message about environmental conservation to hand beautiful seas down to the children of the future. Our wish is that

the picture book extensively shares information about our business operations and activities and is an opportunity for readers (especially the elementary school students whom the book is geared for) to think about environmental issues. Incubated here in Chile, the Captain KAI Family will appear in various situations supporting "K" Line Chile's activities and sharing smiles and comfort with our business partners, customers and other people in and outside the Company.

Thank you for your support!

(Author: Ms. Momoka Shinoda)



Cover

Hi. We are the KAI family!



Forest Conservation Activities in Oigami, Numata City, Gunma pref.

Corporate Sustainability, Environment Management, IR and Communication Group

The Company recently commenced forest conservation activities in the forests owned by "K" LINE in Numata City, Gunma Prefecture.

The "K" LINE Group's businesses depend on the sea and other natural resources, so we view initiatives to tackle climate change and otherwise conserve biodiversity in the sea and on land as an important theme for our business activities. We identify "aiming for zero environmental impact" as a goal in the "K" LINE Environmental Vision 2050, which is our long-term policy for the environment ahead to 2050, and advancing initiatives for ecosystem protection. Moreover, "K" LINE participated in the TNFD Forum this fiscal year and disclosed information about our self-assessment of nature-related risks and opportunities based on the TNFD framework.

Against this backdrop, the Gunma Numata City Oigami Forest Conservation Activity started collaboration with Chiba University Environment Committee, which had previously been cooperating with the Company in the activities for conserving undeveloped woodlands near villages.

The first of the activities was held on Saturday, November 11 and 15 people in total, including the secretariat office's staff and students, participated on a trial basis. Tone-Numata Forest Association cooperated in this.

It was held on the company-owned land within the Oigami Onsen area, located about 30 kilometers east from Numata Station on the JR Joetsu Line in Numata City, Gunma Prefecture. The company-owned land is about 2.5 hectares in area overall, including its mountain forest. The first activity covered about 0.4 hectares (4,000 square meters) of a flat, one-hectare part of the land.

The participants gathered at Tokyo Station at 7:50 a.m., took the Shinkansen and disembarked at the Jōmō-Kōgen Station. They took a transfer to a small bus and arrived at the site at around 10:30 a.m., and then started the activity.

At the site, the participants planted trees under the guidance of four members of the Tone-Numata Forest Association who came to support the activity and taught how to handle and plant saplings, among other things.

The number of saplings was 80. Each person could carry only one sapling because it was relatively large. So the tree planting was expected to take quite a lot of time. In fact, everyone worked very hard, and it was mostly completed that morning, in just 90 minutes.



In planting the trees, the participants chose eleven species traditionally suitable for the site, including mountain cherry blossoms, mulberry, zelkova, oak (nara), Japanese pepper, sawtooth oak, live oak (kashi), persimmon, chestnut, sudachi and hydrangea. To build a foundation for the site's biodiversity, the activity tries to attract butterflies with citruses such as Japanese pepper and sudachi and attract birds with mountain cherry blossoms, persimmon, mulberry and other species. (They had wanted to grow an indigo plant, the species that had supported the Joshu area for a long time. Unfortunately, however, saplings for the species were unavailable.) Mountain cherry blossoms were planted along the road to enhance the appearance, while Japanese pepper, a kind of spice, was planted near the mountain in the hope of keeping wild animals away from the forest. Surrounded by these, the other species were planted at three-meter intervals all across the area.

The people from the Forest Association told the participants that nearly half of the trees planted might be eaten by wild animals. Judging from how thickly weeds grow in summer, it may be difficult for all of the saplings to take root at once. By continuing the activity, we will gradually have them take root.

The trial was meaningful since it showed that a forest conservation activity could be performed safely on a site that is larger than assumed, by relatively a small number of people.

It was during the season of autumn leaves. The participants felt refreshed by the amazing views of the surrounding area. A similar activity will be held about once a year and its details and scale will be discussed based on consideration of the recent trial result. The next activity scheduled for the fall of 2024 will, for example, hopefully plant trees and cut weeds in the remaining part of the flatland, and plant trees on some slopes.

The forest conservation activity on the site is positioned as also contributing to measures against climate change in the form of absorption of CO₂ by the forest, in addition to the protection of biodiversity. Based on comprehensive understanding about natural capital and climate change, the activities will continue in the pursuit of a sustainable future.



Correspondence from Ports of Call

Introducing stories from ports of call experienced by new marine staff during pre-employment training aboard the ONE MINATO. These employees joined the company in October 1, 2023.

Contributed by Mr. Tsuyoshi Yamazaki, Third Officer

Calling at Vũng Tàu, Vietnam was very refreshing and allowed me to forget the stress of life on the ship.

In the evening, I had the chance to eat local mantis shrimp at a restaurant built in an area with an amazing view of the sea. I felt as if the freshness of the rich, fresh flavor of the mantis shrimp was unique to this fishing village, and different from the meals we have on-board, so I was able to enjoy a fresh meal that can only be had on land. The expansive seaside scenery of Vũng Tàu was like a painting. It was a different view than what we see from the ship, and it made me realize that I like seeing the ocean from the shore. Gazing at the sun slowly setting, I felt like it was a luxury to be able to spend my time in such a peaceful and relaxing way.

I was also able to reset, and realized that I need to try my best again for the remaining 6 weeks of training.

This half-day stay in Vũng Tàu was a special experience during training and an encouragement to do my best each day during training. This was a special treasure from my time on shore leave.



Contributed by Mr. Gennosuke Tanaka, Third Officer

While on-shore in New York, I walked through central Manhattan, including Times Square and Broadway, and headed to Brooklyn on the other side of the river by ferry across the East River. On the ferry, we passed under the Williamsburg Bridge, the Manhattan Bridge, and the Brooklyn Bridge while gazing at the evening sun and the Manhattan cityscape, and I enjoyed the impressive cruising experience.

To return, I decided to walk across the Brooklyn Bridge as it has a dedicated pedestrian path. I was able to see the enormous arch and Gothic style tower design of the bridge with my own eyes, and I was deeply impressed with the passion and effort in the construction and the historical value of the bridge. The view of sunset against the Manhattan cityscape was also extremely magnificent and fantastic.

Through this time on-shore, I was able to experience the diversity and charm of New York, from the vibrant energy of Times Square to the history and beauty of the Brooklyn Bridge, and it was a truly wonderful experience.

During my time, I went to the United Nations building around 6 pm to see the many flags flying there. Unfortunately, the flags had already been taken down and employees were headed home one after the other. I recommend visiting the United Nations building in the daytime.



View from the ferry. The bridge in front of Manhattan is the Manhattan Bridge, with the Brooklyn Bridge in the background.



In front of the United Nations building. The flags had already been taken down and employees were headed home one after the other.

Contributed by Mr. Ryota Akiyama, Third Officer

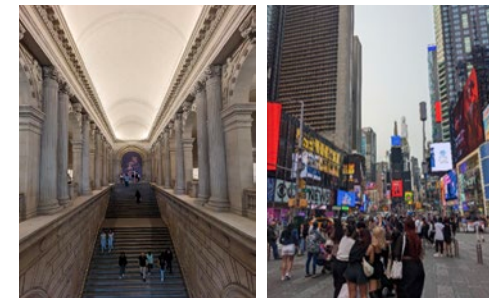
The ONE MINATO called at the port of New York on May 22, 2023. The following are my impressions of sightseeing led by my instructor.

The Metropolitan Museum of Art is a must-see place for art lovers. The first thing that surprised me upon entering the huge building was its vastness. On display in the expansive exhibition space are art pieces representing various times and cultures. I was overwhelmed with the sight of sculptures, paintings, ceramics, and a variety of other forms of art together under the same roof. My eyes were particularly drawn to art pieces from ancient Egypt, Greece, and the Renaissance. I was able to get a feel for how art has evolved and changed throughout history.

Next was Times Square. It is a place to experience the liveliness of New York. The square was lined with enormous advertising screens, and the sight of bright lights and energetic people caught my eyes. At night, the square is still as bright as during the day, and I felt surrounded by energy in an instant. The waves of advertising and noise made it difficult to concentrate at times, and I felt tired. However, I also felt that this energy and the exciting atmosphere represented the charm of New York.

I recommend the art museum for people with an interest in art, and Times Square for people who want to experience the liveliness of the city. Each spot has its own unique charm and offers a memorable experience.

I don't think I will ever forget the excitement and stimulation I experienced here.



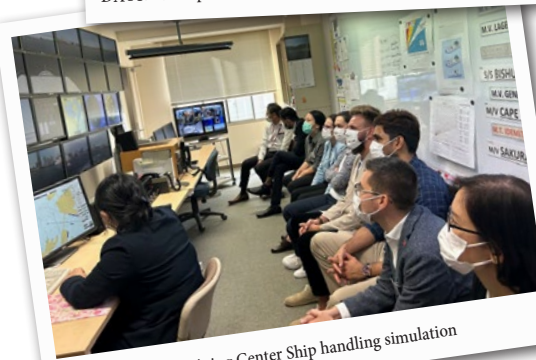
"K" LINE UNIVERSITY 2023 (KLU) Held!



DAY1: Participant Presentations



DAY2: ICE BREAK



DAY3: Machida Training Center Ship handling simulation



DAY3: Machida Training Center Ship handling simulation

Under the clear, crisp autumn skies, "K" LINE UNIVERSITY 2023 ("KLU") was held for the first time in 8 years at our head office between Monday, October 23 and Thursday, October 26.

With a slogan of "REUNION," meaning KLU was being held for the first time in a while, and a theme of "Unity in diversity," a very diverse group of 24 participants from overseas Group companies in nineteen countries and regions gathered in Tokyo.

During this KLU, we deepened the mutual understanding between our company and the participants through various programs, including business presentations from management, participant presentations, and ship handling simulations at the Machida Training Center. Participants stated that their understanding of the company's direction as stated in the mid-term plan was deepened through explanations of the direction of the "K" LINE Group during the business presentations in particular. With a theme of "My work, my town," the participant presentations were full



DAY4: Closing Ceremony (Ms. Adriana Molina)



DAY4: After the Closing Ceremony (all participants + president)



DAY4: After the Farewell Party (all participants)



DAY4: Group work

of personality as participants talked about the details of their usual work and famous spots in the towns in which they live. During the ship handling simulation, many questions were asked of the marine staff, and participants worked hard on the training, seeming very interested.

For this KLU, we also organized a homestay program, a stay at the Miyazakidai dorm, and Tokyo sightseeing as a pre-seminar event to further strengthen the "Unity" that was the theme for this year. KLU participants spent the weekend together, as did our employees separately, allowing them to meet colleagues that they interact with on-screen directly outside of work, and it was a valuable opportunity for everyone to deepen their mutual relationships. Most of the participants had not been to Japan before, and their wonderful reactions to our explanations were memorable as they experienced what are everyday scenes to us with a fresher view.

We think this is what makes KLU significant: overcoming the COVID-19 pandemic, we communicated with one another face-to-face and Group employees with various backgrounds shared the same space and time together.

We are already looking forward to this year's KLU, and we will all work hard together to ensure KLU 2024 showcases even more excitement than in 2023. We would like to offer our gratitude to all those who worked hard to make KLU possible.



Pre-seminar (Homestay with the Hashimoto's)



Pre-seminar (At Shibuya Sky)



Pre-seminar (Rickshaw experience in Asakusa)

Participant Comments



Mervin Pillay

"K" Line Shipping (South Africa) Pty Ltd

"K" Line's partnering with many global entities both in Japan and other areas shows the commitment to being a responsible service provider not only to its customers, but to the "K" Line family and the greater population of this world at large. KLU2023 has reinforced my belief and pride in our fantastic organization.

Fiona Chiang

"K" Line Ship Management (Singapore) Pte. Ltd.

We had a wonderful time knowing each other, breaking down international barriers, fostering friendships and together we gathered here at Tokyo to understand "K" Line vision, future direction of each "K" Line company resulting in the overall growth of KKK.

KKK, being one of the leaders in the shipping industry, spares no effort to cultivate and groom her seafarers. This is evident from the cadetship programme and state-of-the-art equipment in KLMA, Japan. All seafarers are treated as a family member of KKK, not forgetting staff from all over "K" Line companies. Undoubtedly, we are ONE BIG KKK FAMILY, sharing one heartbeat.

This unity is very distinctive in this programme. I am proud to be part of KKK and an honour for me to be able to attend this exchange programme. It is once a lifetime privilege to be in KLU - from colleagues to friends, KLU has enriched my life and left me with many great memories! This short encounter in Tokyo has surely left an indelible footprint in all of us and with KKK in our heart, we will continue to work hard in our respective roles. May we all fly the KKK flag high and best wishes to all our future endeavours!





Nicolai Kiauka

"K" Line European Sea Highway Services GmbH

Not only during the seminars but also during our evening activities we bonded even more as a group which further strengthened our mutual understanding for each other and our different backgrounds. Also during our field trip to Machida Training Center we got an insight into another different aspect of "K" Line Group which is the life and training of the "K" Line seafarers. This helped in our understanding that vessels are not just assets but that the operation requires an equally diverse team of human beings which are essential to achieve "K" Lines targets.

I have learned so much from each participant from around the world and building the Relationship and Networking among us.

And I believed that the united of all the diversities become one entity is an advantage to achieve the same goals and eventually give the best service to our customer and society.

Eddy

PT. K Line Indonesia



KLU Homestay

Contributed by Mr. Masaki Hashimoto, Recruiting and Training Team, Human Resources Group

I'd like to talk about the homestay program held at my home during the KLU 2023 Pre-seminar. We were able to have deeper communication and enhance our relationships with our overseas colleagues through having them experience life in Japan. For this homestay program, four employees, including myself, and their families invited one global staff member to stay at their homes.

We invited Anna from "K" Line (Europe) Limited to our home, and she traveled far from distant England to Honjo City in Saitama Prefecture.

At my home, Anna had experiencing making soba. She also tried her hand at preparing the soba noodles, sushi, and other foods on her own for dinner. While enjoying some alcohol, she talked a lot about England and her workplace. The next day, we went to Nagatoro-machi in Saitama and went river rafting. After that, Anna enjoyed matcha shaved ice, something she had said she really wanted to eat. She also enjoyed playing with my children, and we were extremely delighted to even receive a souvenir from her.

We will continue to look into planning additional pre-seminars and other such events to coincide with KLU in the future, so I hope you will consider joining us.



At Hodosan Jinja (Nagatoro-machi)



Dinner



Soba making experience



Tea time after arrival



Handshake with my parents after sightseeing



At home on the second day

Miho's Dream Journey Goes Across the Wilderness of the Sea ~Underwater Noise Pollution~

Corporate Sustainability, Environment Management, IR and Communication Group

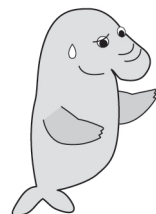
When Miho was working on the deck of an ocean-going vessel that was sailing slowly, she saw a seal she had seen before resting on a rock.



Azarasshi-kun, it has been a while since we last spoke. You seem to be in low spirits. Are you all right?



Miho



Azarasshi-kun

Yes, it has been a while, Miho. I am actually bothered by the underwater noise as oceans have become noisier lately.

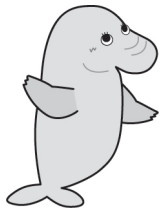
What!?! Is it possible to hear noise underwater?





Eco Captain

Yes. Noise generated in the water cannot pass from the water to the air. Nevertheless, underwater noise is said to be getting louder. You just cannot hear it when you are on land or on the sea.



Visibility is poor underwater, you cannot even see objects that lie 10 meters in front of your eyes. However, sound travels through water almost four times faster than it travels through air. Many marine species use sound underwater to their advantage.

For example, whales evolved in an environment where visibility is limited but sound is practically unimpeded. Whales rely on their sense of hearing, and sound is critical for communication, hunting and navigation. They are known to use a complex system of speech to communicate with each other.

Blue whales sing at such low frequencies that some say sounds emitted by blue whales can be heard by other whales hundreds of kilometers away.



Approximately 20,000 species of fish are found to have the ability to hear, and about 800 of them are known to make unique sounds to hunt, navigate and communicate with each other.

Underwater noise appears to affect marine species that rely on sound for survival.
What are the causes of underwater noise?



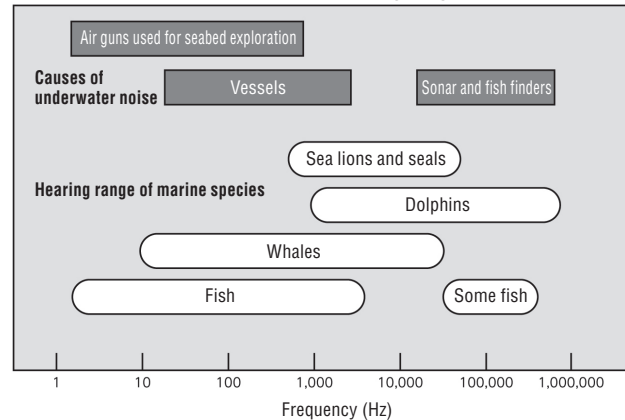


Vessels navigation is said to be a contributor to underwater noise pollution. Other primary causes include air guns used for seabed exploration and the sonars used by navies' submarines and so on.

Typically, the frequencies associated with man-made underwater noise are between 10 Hz and 1,000 Hz. This overlaps with the frequencies fish can hear.

Dolphins and seals are capable of hearing higher frequencies, which overlap with the frequencies of sonar and fish finders, the sound signals transmitted by ultrasonic measuring devices.

■ Causes of underwater noise and hearing ranges of marine species



I can see that sound is generated by a variety of sources.
How are marine species affected by underwater noise pollution?



Eco Chief Officer

Many fish use sound to hunt, navigate and communicate with each other. Therefore, noise can affect their feeding behavior as well as reproduction.

Walleye pollock which live in the Arctic ocean produces sounds during courtship in the winter, and underwater noise is believed to reduce the effective communication distance between individual walleye pollock. The female walleye pollock not being able to hear the calls of the male walleye pollock may affect their reproductive rate, disturbing the natural reproductive cycle of living marine resources.

Juvenile fish and shrimp born in the waters off the coast are said to follow the sounds generated near shore when swimming toward shallow areas where seaweed grows in abundance.



The sense of hearing of the marine mammals who use sound to sense their surroundings can be affected by noise. Loud noise from acoustic navigation systems is also said to contribute to mass whale strandings.

Beaked whales are particularly sensitive to noise. According to research, beaked whales desperately try to flee from noise, such as the air guns used for seabed exploration and the sonar of navies' submarines. This alters their dive patterns and pushes them toward the surface, leading to decompression sickness.



Underwater noise pollution is believed to negatively impact the economy.

According to research conducted in Norway, the catch of fishermen working near sea areas where resource exploration is being carried out is 40-80% of the catch of those working in quiet waters.

I can see that underwater noise pollution is the cause of many issues.
What measures do we need to take in the future?



We are now working to reduce the speed of vessels in designated sea areas.

One example of this is the Vessel Speed Reduction Program implemented off the coast of California. The program, designed to avoid fatal whale strikes, is based on the fact that speed reduction helps reduce the underwater noise of large vessels. They also measured the noise levels of the vessels that participated in the program, and learned that vessels with high sailing speed typically generate louder sounds. The International Maritime Organization issued guidelines in 2014, and discussion is continuing toward the approval of revised guidelines.

The effects of underwater noise pollution are not fully understood. Its specific impact on species must be studied in depth. Data regarding the effects of underwater noise pollution on fish is limited as only some species have been investigated. The same evaluation criteria must be applied to a wider variety of marine species to understand its effects clearly.

Finally, the underwater noise pollution identified by this data must be visualized to establish permissible standards and arrive at a society-wide consensus, allowing us to continue to use marine resources while avoiding serious harm to the ecosystem.

I see. The effects of underwater noise pollution are not fully understood and there are issues that must be addressed.
We will need to focus on underwater noise pollution to support biodiversity conservation initiatives!



To be continued in the next issue.

The Community Where I Live ~Mexico~

Contributed by Mr. Takahiro Suzuki, K Line Mexico SA de CV

What image do you hold of Mexico?

A desert? Cactus? Tacos? Tequila? Lucha Libre? Mariachi bands singing while wearing sombrero? The Mayan civilization? A year and a half has passed since I was posted to Mexico City, and in this edition, I'd like to introduce you to Mexico and Mexico City.

Mexico is Here!

What Will You Do, Ieyasu?

Do you know why only the Mexican Embassy is located in Nagata-cho, the center of the Japanese government? It's because there is more than 400 years of history of friendly relations between Japan and Mexico since Tokugawa Ieyasu offered exceptional hospitality to a shipwrecked crew from Spain-occupied Mexico. Mexico was also the first country outside of Asia since the start of the Meiji Period to sign an equal treaty with Japan. For the Meiji government, the signing of this treaty with Mexico was very important for Japan's later foreign policy, and because of a great sense of gratitude, Mexico alone was allowed to have an embassy with a vast plot of land in Nagata-cho.

Low Oxygen Training Everyday!

Mexico City!

Around 3,000 Japanese people (or around 10,000 if you include Japanese Mexicans) live in Mexico City where I am stationed. The Aztecs built the city of Tenochtitlan upon Lake Texcoco in the 14th century, and when the Spanish began to rule the area in the 16th century, they completely destroyed the Aztec temples and buildings. They used the materials from the destroyed buildings to reclaim the lake, and began building the European-style Mexico City. The city is in a basin surrounded by mountains on all sides and located at 2,240 meters in elevation, which is the same as the fifth station of Mt. Fuji. The oxygen concentration is only 78% of that of lower land, so when coming from Japan, it is easy to get tired and sleep becomes more difficult. For this reason, most Japanese companies have set up time off to visit lower elevations. Every one to three months (I am very envious of



Zócalo District, Mexico City's World Heritage Site



Zócalo District, Mexico City

this frequency compared to our company), we take time off at a lower elevation area by the sea rich in oxygen, either in Mexico or abroad, and rejuvenate our bodies. Temperatures are stable throughout the year in Mexico City, so it is easy to live here, but as it is in a mountainous area, the difference in temperature between night and day is between 15 and 20 degrees. It has low humidity, and during the dry season (November to April), in particular, the humidity can drop below 20%. In the dry season, in addition to the low humidity, the air pollution worsens, and this makes it easy for Japanese people to catch colds, coughs, and other respiratory diseases, and there are many people stationed here who suffer with this along with their families.

Unfortunately...

Public order in Mexico has not yet improved since drug sweeps began in 2006, as seen in movies such as *Sicario* and *La Civil*. Unfortunately, the total number of crimes in 2023 is estimated to have reached a record high of 2.2 million for the year (3.2 times that of Japan). However, this is only the number of crimes reported to the police. It is said that the actual number of crimes, including those that are suffered in silence, is around 22 million which is 10 times that number (32 times that of Japan!!). There are around 200 criminal organizations, both large and small, within Mexico, and drug-related feuds between these organizations continue (in many cases, ordinary citizens are caught in the gunfights). Japanese residents and visitors are also often victims of armed robberies, and I frequently receive email alerts about various cases from the Japanese Embassy in Mexico. Thankfully, I have not yet been a victim, but when walking around the city, you have to keep an eye on your surroundings, frequently check to see if you are being followed, and if you encounter a robber, do not resist... All you can do is protect yourself and your family on your own.

Gourmet Food!

Mexican Food Culture

Mexican food was registered as an Intangible Cultural Heritage in 2010. I would like to introduce you to some gourmet Mexican food, a fusion of Indigenous and Spanish cuisine.

[Tacos]

When you think of Mexico, do you think of tacos? As you can imagine, everyone eats tacos here. There is a custom here to eat *desayuno* (a late breakfast eaten between 9 and 10), and taco stands begin lining the streets when people head to work. The streets are filled with people quickly eating tacos while standing and those who take them to the office to eat. Speaking of which, some of you may be wondering if it is safe to eat food from a street vendor in Mexico. This may not be convincing for me to write, as I was forced to train my stomach while I was stationed in India, but I have never had any



Classic local lunch: meat tacos

stomach issues from eating tacos from street vendors for lunch near the office. That said, I try to choose stands that are cheap, delicious, and popular with many locals lining up to order. The word “tacos” includes a vast variety, but the standard is meat tacos. You often see large chunks of meat spinning around at kebab shops in Japan, and the meat for tacos in Mexico also spins around in the same way.

Meat is cut from the spinning chunk and wrapped in a soft corn and flour wrap, called a tortilla. They are mostly eaten in this way, known as pastor. Other superb tacos include beef skirt arrachera or cochinita, which is pork stewed with chilies that has been eaten since the time of the Mayans! Eating tacos covered in salsa (a spicy sauce) is addictive.

[Seafood]

This region of the world is extremely rich in seafood, as we are surrounded by the Caribbean Sea and the Pacific Ocean. While there are imports from neighboring countries, of course, Ensenada is a famous fishing port on the Pacific Coast of Mexico that also exports bluefin tuna to Japan. Looking at Mexico on a map, you can see a long, narrow peninsula extending down the western side of the country, and Ensenada is located there near the border with the US. This peninsula is called Baja California, which in Spanish means “under California.” As the name suggests, right above the peninsula is the state of California. It is an easy to remember name, even for those still studying Spanish (of which half have given up)... Fresh seafood (mainly shrimp and octopus) are served on a crunchy toasted tortilla, known as a tostada, or enclosed within fried dough, known as an empanada. Stalls at tianguis (open-air markets), which are open throughout the city on certain days, are popular among Japanese people stationed here and their families.

[Cactus]

A unique ingredient eaten in Mexico is cactus. The main variety eaten is the prickly pear cactus, also known as nopal, and it is sold in packs at every supermarket. At the cactus stall, you can see the incredible handiwork of a professional cactus needle remover. Cactus has been eaten in Latin America for more than 2,000 years, but I didn't think I needed to eat it when I first came to Mexico... until I learned that cactus is actually a superfood full of nutritional value! The flavor is sticky like okra, and I suppose it is slightly sour like thick wakame seaweed leaves. It is not as good as I had hoped, but it is better than I had expected. It is essential to maintain one's immunity here in this extremely dry region with great temperature differences. This is also important for older men with a tendency towards high blood pressure (aka, me), so we have begun introducing cactus into our family meals. When added to fried bacon or miso soup, my children eat it without a care, so I plan to continue eating cactus to maintain the health of my family.



Seafood stall at a tianguis (open-air market) and a seafood tostada



Supermarket cactus stall and needle remover

No Coca! No Life!

Coca Cola makes me think of the US! So you might think that the US was the world's largest consumer of the beverage, right? Actually, Mexico is by and large the world's largest consumer! Average consumption is 163 liters per person per year (or one 500 mL bottle of Coke per person per day), which is around double that of the US. Coke is consumed regularly, both for hydration, and at times, in place of cold medicine (is Coke really that versatile?). So why is Coke consumed in such quantities? Mexican Coke is said to be the most delicious in the world, as it's made using sugar cane for sweetness. Real Mexican Coke is bottled in a glass bottle and has the word Azucar (sugar) on the label. The plastic bottled version sold in supermarkets is the same recipes made around the world and is sweetened with corn syrup like in the US, and this is not real Mexican Coke. But the plastic bottle version has a mild flavor and tastes delicious to me for some reason. It's said this is because the water is good here, but I have yet to discover the real reason. Coke pairs well with the Mexican climate and food! I didn't drink Coke much when I was in Japan, but since coming to Mexico, I want a Coke along with my spicy tacos covered in salsa. In Mexico, the body naturally craves Coke, so now me and my family cannot stop drinking it.

If You Know, You Know!**Wine Country Mexico!**

For Japanese people, Chile and Argentina are famous Latin American countries for wine, but actually, Mexico is also a wine country! Mexico has more than just tequila! It was actually the first country in North America to produce wine in 1574. While Mexico was a colony of Spain, immigrants from Spain managed to produce high-quality wines, and the wine was so good that in the 19th century, the king of Spain ordered all wine production in Mexico to stop as continuing production in Mexico would have meant that Spanish wines would no longer sell. After Mexico gained its independence from Spain, wine production resumed, and roughly 30% of Mexican wine is made for the Japanese market. Baja California is a famous region for production, but wine is also produced in inland Querétaro. Some of the wine lovers among those stationed here have taken tours of the wineries in Querétaro. Mexican red wine pairs best with Mexican meat dishes! Mexican wines line the shelves of supermarkets here, and you simply must pair it with meat dishes.

Mexico's Day of the Dead

I am sure there are many of you who know of Mexico's Day of the Dead through Disney's *Coco*. It is similar to obon in Japan, and it is an important, typical Mexican festival that has also been registered as a UNESCO Intangible Cultural Heritage. November 1 to 2 are public holidays in Mexico, and starting two weeks before, altars known as ofrenda begin to be decorated throughout the city. This is the most festive time of the year all over Mexico, where people decorate their altars with orange marigold flowers, colorful cut



Altar in the KMEX office



Marigolds for the Day of the Dead

paper flags known as papel picado, skeleton figurines, and offerings of large bread known as pan de muerto (“bread of the dead”). There are also parades of skeletons across town and people go out wearing skeleton makeup. Altars are prepared even at kindergartens and schools, and at some schools, students bring photos of the deceased from home to decorate. We also prepare an altar at K Line Mexico, and we ate the bread of the dead together with staff before the holiday. Though the festivities differ in each region, everyone decorates festively and cheerfully, and families eat and drink together. Mexicans reaffirm their bonds with family, both living and dead, as they dance and sing. Different from Japanese obon, it is a time to experience the charm of Mexico.

The Charm of Mexico’s Regional Cities

So is there anywhere to go during long vacations while stationed in Mexico? For Japanese people, the only famous places are Cancun, a Mexican tourist spot famous for honeymoons (many people may not even know Cancun is in Mexico), and historical ruins. I’d like to introduce some small regional cities near Mexico City that I was unaware of until I was stationed here. Though practically unknown in Japan, these small regional cities are perhaps full of the charm of Mexico.

[Travel Back In Time! This is Medieval Europe]

San Miguel de Allende. While it has a long name you’ve never heard of, it was selected as the top place to visit by travelers in an overseas travel magazine for two years in a row from 2017 to 2018. This was quite amazing, as it was first place not just in Mexico, but globally. It takes around 3.5 hours by express bus from Mexico City, and the city features colonial architecture overflowing with the primary colors typical of Mexico and beautifully illuminated streets where you can safely walk around at night, in addition to a medieval European atmosphere. My entire family was fascinated with the city. It is so popular that many of the people stationed here have visited many times, and there are also many immigrants who moved here in old age from abroad! Visiting here, I forgot about the lack of safety for the first time in a while, and it was a relaxing and safe time for my entire family.



The townscape, safe to walk at night

[Mexican Andalucía]

Taxco de Alarcón... Commonly called Taxco, this city flourished under Spanish rule thanks to silver mining. It is located in the mountainous Guerrero region, less than 3 hours away from Mexico City by express bus. It was selected by the Mexican government as one of the Pueblos Magicos (“Magical Villages”) and is called the “Pearl Among the Mountains.” With its white colonial houses, orange tile roofs, and cobblestone streets inherited from Medieval Europe, the town spreads out among the mountains, resembling Andalucía, Spain. Driving through the town are the official taxis: white, old Mexican Beetles, known as vochos. Located among the mountains, the town is full of steep hills, but the vochos drive these hills without worry, emitting black smoke and exhaust gas at full throttle throughout the city. My entire family was exhausted after walking around this town full of hills. The town is, however, quite picturesque with the sight of these white Beetles driving among the white-walled town.



A Mexican Beetle driving around Taxco, the city of white walls

So how does all of this compare with your idea of Mexico?

Seeing is believing! Please come visit Mexico!

Nos vemos en Mexico! Hasta Luego!



KBR personnel and KMEX staff (author is third person from the left, back row)

An Arabian Story: Episode 5

Contributed by Mr. Goichi Tsuruta, Middle East Representative Office

Happy New Year.

So, in this time, as an extra issue letter from Arabia, I'll describe my trip to France, where the Rugby World Cup was held. I believe that many passionately watched the RUGBY world cup matches held in various French cities from September through October. There are so many close matches from the quarterfinals to the finals, although Japan unfortunately was eliminated in the pool stage. I went to Toulouse and Marseilles to watch matches there.

Toulouse, a beautiful ancient city and a sacred site for rugby

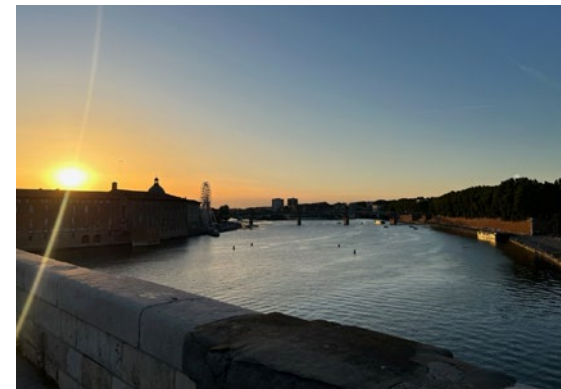
Toulouse is an inland city in southwestern France with a population of about 500,000, not far from Spain. The city has flourished as a regional urban center since medieval times. The mighty Garonne River flows through the city, with the old town sprawling on its eastern bank. The old town is centered on the big square in front of the city hall (Place du Capitole), surrounded by the kind of cathedral you usually find in old European cities, along with venerable churches, schools, museums, and other cultural facilities. Surprisingly, there is even a Japanese-Garden themed park. I arrived at Toulouse around noon on September 8 after a seven-hour flight from Dubai to Paris, a two-hour connection, and a one-hour flight from Paris. The daytime temperature exceeded 30 degrees (sunrise is late with the heat peak coming around 4 pm and it being bright even past 8 pm), but it was quite pleasant for me who arrived from 40-degree Dubai. The city has a subway and trams, but the main tourist attractions are within walking distance and can be covered in a day. In addition to the main streets, there are also many shops, cafés, and restaurants in the alleys and central area's narrow streets that make you want to take a peek, giving you enjoyment from just walking around. In fact, without any prior knowledge, I walked into some restaurants that looked good and had a meal, and as may be expected in France, it's delicious no matter where or what you eat.

Even fast food such as McDonald's can be found in buildings with seemingly long history, making them quite atmospheric.

Also, because the city is considered a sacred site for French rugby (my hometown of Kamaishi is also called Rugby Town, so I feel a certain closeness here), the event plaza



The Basilique Saint-Serni



A bridge over the Garonne

built on the riverbank in conjunction with the Rugby World Cup is like a small festival with two large screens installed on the vast site, a mini amusement park, food, and many shops selling super dry beer. In fact, according to media, about 20,000 people gathered for the public viewing of the World Cup's opening match.

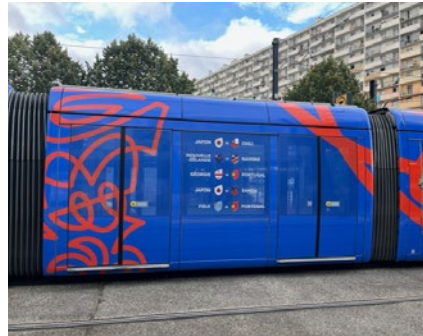
By the way, the World Cup venue is a beautiful stadium with a capacity of about 33,000 people built on a river sandbank. The

match between Japan and Chile was going to be held two days later, on Sunday. You can get to the venue by subway, but it only takes an hour even if you walk from the center of the old town. I heard that it would be like an event with everyone in a parade, so I decided to join in. When I went there on the day of the event, musicians led the way and we all proceeded pleasantly, which was fun, but it went too slow.

After about 10 minutes of walking, I felt that I might not make it there in time for the start of the match, so I rushed to the venue instead.

One of my favorite things about watching rugby in stadium is that there is no separation of home and visitor seats like in soccer or baseball, so both groups of fans sit in a jumble. There were many people in red shirts cheering for Chile sitting next to and behind me. Looking at the stadium as a whole, I think there was a 50-50 distribution of Chilean and Japanese supporters. As I was watching the pre-match practice, Tsuyoshi Nagabuchi's song "Tonbo" suddenly came on, and the Japanese people excitedly cheered "Hu.. Hu.. Hu.." At the same time, the Chileans cheered "Chi, Chi, Chi, Le, Le, Le, Chile!" to which the Japanese responded with "Nippon Cha Cha Cha." Then there's the beer, because nothing beats the tournament sponsor's "Japanese Super Dry" beer when watching sports outside on a hot day like that. As you know, Japan won the match, but Chile had the upper hand in when it came to the cheering. I really enjoyed watching it, calling out and drinking beer.

Also, let's not forget that Toulouse is a hub for the space and aircraft industries. The headquarter factory of AIRBUS, the parent company of AIRSEA with which K Line has partnered for SEAWING, is located there. I was told you could go on a tour of the factory, so I joined (photography is strictly prohibited). The factory is on a vast site near the airport. Tail parts, fuselages, wings, and so on produced at Airbus factories in Spain, the United Kingdom, Germany, and other parts of Europe are transported to the Toulouse factory for assembly into airplanes. I didn't know they were made in this way. There was also an ultra huge transport aircraft dedicated to Airbus, so I was overwhelmed by the sheer scale. They also have an aviation museum, so if you are interested, I would definitely recommend a visit.



A tram dressed up for the World Cup



The Japanese team before kick-off



A transport aircraft on display in front of the aviation museum

PS. The day after the match, I was walking near Place du Capitole and spotted four players from the Japanese national team: captain Himeno, Nagare, Nakamura, and Horikoshi, sitting on a café terrace. They were happy to let me snap a photo. That was a nice travel bonus.



Marseille, a city facing the Mediterranean Sea that has flourished through marine transportation since the Middle Ages

I arrived at Marseille Airport with LCC via Istanbul on the evening of October 13, and the moment I stepped outside, I felt chilly and a little empty. With the momentum gained from Japan`s win over Chile, I bought tickets for both quarter final matches her in Marceille, Saturday the 14th October and the 15th October, which is supposed that Japan played either of the day, if Japan qualified pool stage. Unfortunately, Japan didn`t qualify. Even so, I couldn`t get a refund for the cheap LCC tickets I had bought, so I went there thinking that I would be able to watch a couple of good matches. Yet, the moment I arrived at the hotel, I spotted a group of people dressed in red Welsh clothes. Even out on the streets, there would be red groups and blue groups that looked like Argentine fans hanging out here and there, so I felt a little frustrated.

By the way, here in Marseille, a long-time port city, I could see a large container terminal and a passenger ship terminal from the highway going from the airport to the city, which fascinated my work self. This time around, my accommodation was near the port, to the west from the city center. The Port of Marseille is a beautiful port, with small hills surrounding the arching harbor and several medieval pirate forts. There are two islets just outside the exit of the Bay of Marseille. The cathedral Notre-Dame de la Garde, known for its golden statue of Mary, is located on a hill near the Old Port, with a great view of the harbor and the city. At the Old Port (Vieux Port), which is the center of the tourist area, yachts are

moored and ferries are available to cross over to the islands. Cultural facilities such as hotels, souvenir shops, restaurants, and museums are spread around this Old Port. There was also a magnificent museum called the Museum of Civilizations of Europe and the Mediterranean, and for some reason a very small soap museum. Soap seems to be a specialty of Marseille, so that was a staple of every souvenir shop, and even at the airport, they sold soaps ranging from ones advertised for their simplicity to ones scented with lavender. There were also



The golden statue of Mary of the Notre-Dame de la Garde



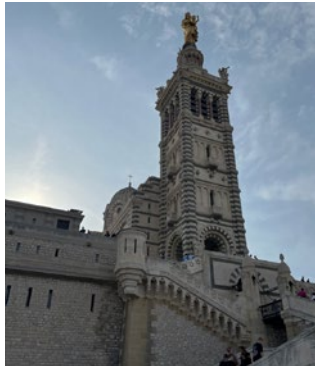
The city of Marseille and its harbor as seen from the Notre-Dame de la Garde



The ceremony before the Argentina vs. Wales match in Marseille



The Marseille match venue



The Notre-Dame de la Garde



England vs. Fiji

double-decker open buses and mini locomotives in the guise of trains (actually automobiles) for sightseeing, in addition to plenty of subway and trams, so sightseeing really isn't an issue. Since it is a port city, you find a lot of fish dishes, including bouillabaisse and simple grilled fish. The grilled sea bream and soup were certainly delicious, but I felt that Japan's arajiru soup is more for me.

So, the match venue in Marseille was the Orange Verodome with a capacity of 70,000 people, meaning that it's about the size of Yokohama Nissan Stadium. It takes about 50 minutes to get there by tram and subway. I went to the venue and immediately had a Japanese super dry beer (by the way, the ads in the venue said "SUPERTRY"). When I looked around, I spotted some people seemingly from Japan (some wearing cherry blossom jerseys), and when passing each other, we would make eye contact as if saying "You too, eh?" To my surprise, there was an elderly couple wearing the uniforms of the rugby team of my hometown Kamaishi. I asked them about it and they told me that they weren't from Kamaishi, but that they had gone there to volunteer several times after the earthquake. I am so grateful for this. The match turned out to be a major clash between Wales and Argentina, with the cheering match being equally great and the match a lot of fun, so I enjoyed it as a I got drunk on beer.

The next day was England vs. Fiji. I was stationed in London about 10 years ago, so I thought I'd wear an English polo shirt and cheer for England. But I felt uncomfortable when I saw a group of Brits opening bottles of beer and drinking them on the subway platform (even though it's so typically British). At the venue, there was an overwhelming number of people wearing English uniforms, so I decided to support Fiji and bought a Fijian T-shirt and changed into it. I happened to be surrounded by Fijian supporters in the spectator seats. After being down by 14 points in the first half, the excitement climaxed when Fiji equalized midway through the second half. I thought we could go all the way in a major upset, but in the end, we were beaten by English craftiness. This was another very close match, yielding yet another fun and beer-drunken day.



Both Cities Are Wonderful

I was able to stay in two cities with their own peculiarities, the inland ancient city of Toulouse and the long-flourishing port city of Marseille. However, for me personally, I think Toulouse was the better city for a bit of sightseeing, perhaps owing to the rugby connection. Also, everything was so delicious, no matter what I ate. And then there's Airbus.



The pre-match parade in Toulouse

Letter from the South American Andes, Part 12

Contributed by Mr. Yuta Hashizume, "K" Line Chile Ltda, "K" Line Peru S.A.C.

Hello everyone.

My name is Yuta Hashizume and I joined "K" Line Chile Ltda and "K" Line Peru S.A.C. in July 2023. I've lived in Chile for nearly seven years. I have become utterly captivated by Chile, fascinated by rich natural expressions of this long and narrow country in South America and moved by the kindness of its people's friendly and affable ways.

One of the highlights of Chile is the abundant hot springs in the Andean Volcanic Belt. In particular, the areas between central and southern Chile allow you to enjoy springs from which copious hot water gushes while taking in majestic views of the Andes from within the lush green forests of Chile. So even if a Japanese person comes to this place on the other side of the world, they start humming delightedly as if they were in a Japanese hot spring.

Hot springs in Japan are often easily accessible without need for much preparation, like on a day trip, but in Chile, bathing in a hot springs tends to be regarded as a kind of medical treatment, so I feel that people often take long baths to undergo treatment (staying at least one night). Now, I would like to present my favorite of Chile's many wonderful hot springs, Termas de Cauquenes and its surroundings.

You get there after 1.5 hours (about 90km) southward on the Chile Route 5 (Ruta 5 sur), which extends to the south from the capital Santiago. Termas de Cauquenes can be found in a lush forest area at the foot of the Andes, about 30km in the direction of the Andes from Rancagua, the capital of O'Higgins Region in the middle of Chile. Termas de Cauquenes was known as a place of healing among the indigenous people since before the Spaniards' arrival in Chile. There exist documents and annals going back more than 400 years, showing that people traveled to the hot springs for healing not only from Chile but from all over South America.

General José de San Martín, who crossed the Andes from Argentina in 1819 and then guided Chile and Peru to independence, was suffering from chronic osteoarthritis (rheumatism) and received a letter of recommendation from General Bernardo O'Higgins, another liberator of Chile, saying that these hot springs are very beneficial against neurological diseases, arthropathies, and



Beautiful interior with stained glass



Bathroom interior
An aged marble bathtub



There are so many bathroom doors

rheumatism, so he visited Termas de Cauquenes, had his injuries completely healed, and won independence from Spain for several South American countries.

If we posit that the health benefits of Termas de Cauquenes helped make South America independent, then their effects might well be greater than most.

General de San Martín wrote in a letter that “There are six convenient tubs, their temperatures are 83, 103, 106, 112, 117, and 118 degrees Fahrenheit. Next to one of them is a cold-water fountain, whose water does not taste bad and is drinkable since it does not contain sulfur.”

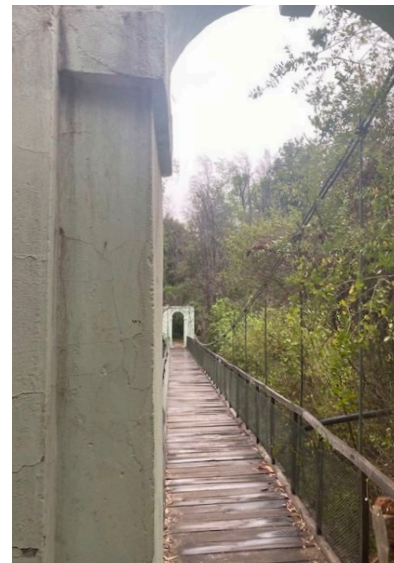
The temperature of the water from the hot springs vary between 42 and 48 degrees as well as contain elements such as bicarbonate, chlorine, lithium, magnesium, oxygen, and potassium, so it works very well against rheumatism, arthritis, skin conditions, and respiratory diseases. You can actually drink the spring water. When I drank it, it tasted like hot-spring water with a hint of sodium (salt), but it had a sweet aftertaste, and drinking it stimulated a pleasant sweating.

The hot-spring facilities include the wooden ones built in 1885. It’s a wooden Gothic-style structure, which is rare in Chile, its architecture quite beautiful. It makes good use of the hill’s inclination, with beautiful stained glass for the stairs and ceiling. The hot-spring facilities include more than 30 private rooms for therapeutical bathing, equipped with marble bathtubs produced in Europe, allowing visitors to lock themselves up in a room and enjoy hours of bathing. In addition, there is a big Italian-style bathroom with contemporary and modern hydromassage bathtubs. Adjacent to the facilities is an ancient and lush primeval forest that features endemic species and a few non-native ones, and if you weave your way through that forest, you will find a perfectly atmospheric suspension bridge in wood and stone that takes you to the entrance of Termas de Cauquenes. The hot springs are near a beautiful gorge, so you are guaranteed a supremely detox time if you walk the mountain trail, enjoy the refreshing gorge, and then relax in the hot springs.

The hot-spring facilities are currently being managed as a hotel, taking care of guests coming for therapy. A clean bed in a richly atmospheric room with an 18th-century wooden bathtub spa. Warming up your body in the hot springs, breathing in the refreshing air outside, and jumping into the soft bed make it feel like you are at a Japanese hot spring, letting you feel lyrical about your distant home country and giving you the sensation of your body being “happy” as you feel the abundant force of nature.



The accommodation building’s passageway has a patio



The atmospheric suspended bridge



The main center building of Termas de Cauquenes

Another great thing about this hotel is that it houses a Swiss chef and lets you enjoy delicious food as well. You can delight in slow-cooked meat dishes or fish dishes for dinner as well as trout caught in a nearby river or charcoal-grilled asado (steak) of Chilean beef reared locally. Of course, make sure not to forget to enjoy the Cabernet Sauvignon, a full-bodied Chilean wine that is a fruit of that land.

After appreciating the nourishment of the land and having a relaxing time at Termas de Cauquenes, you can slowly make your way back to Santiago while enjoying the grand scenery of the Andes. Also, this region has many copper mines, with copper being a special product of Chile, one of which is the Sewell Mine, a world heritage with an intact 19th-century mining town (some say it served as the model for the mining town in Studio Ghibli's *Castle in the Sky*). I think getting to know the region's history can be fun too.

Please come over to Chile to enjoy a kind of relaxation that's a bit different from that in Japan!!



This is at the Sewell Mine, a world heritage site not far from Cauquenes. It's called "the town of stairs," so you'll improve your health by just walking here. If you want to visit the Sewell Mine, you must sign up for and take part in a tour provided by CODELCO, which is the company managing the mine. It's an industrial heritage site well worth a look.