

OPRF MARINT Monthly Report

April 2007



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This monthly report is edited/ summarized by publisher and staff writers based on published news resources.

Each resource is referenced with bracket below each title and is displayed as link URL on the last page of this report.

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Major Events in April 2007

Security: In accordance with the provision of the SAFE Port Act of 2006 (formally named as Security and Accountability For Every Port Act 2006), the U.S. Coast Guard reported on April 3 that it had started on April 1 to track the location of all large commercial vessels with the U.S. waters.

The House of Representatives (the Upper House) passed and approved the basic maritime law and the law on establishing safety areas for maritime structures on April 20. These laws are aimed at establishing a system to secure the safety in surrounding waters and to protect Japan's maritime rights and interests. (The outline of the law can be referred to the Document.)

Despite a decreasing tendency of the number of pirate attacks in the Malacca Straits, the IMB warned seafarers to keep alert posture while traveling on the Straits.

The IMB issued a report on the piracy attacks in the first quarter of 2007 on April 25. According to the report, it cites 41 incidents of piracy occurred in the first three months of 2007. This figure shows 20 less case than that reported in the first quarter of 2006. (See the details in the Analysis inserted in this volume)

Military: The U.S. Navy is going to build submarine base facilities in Diego Garcia, British territory. This base improvement will allow the U.S. nuclear powered submarine equipped with cruise missiles (SSGN) to operate from that island.

Russian Deputy Defense Minister Alexei Moskovsky said on April 15 that eight *Borei* class strategic nuclear submarines will have been deployed by 2017.

Indian Navy flotilla comprising three guided missile destroyers, two guided missile corvette and a tanker from Eastern Command (Vishakhapatnam) is on an over two month cruise around the eastern Asia running March 18 to May 23. During this period, after concluding maneuvers with Singapore's Navy in late March, it is to conduct respective joint exercises with navies from China, Japan, New Zealand, the Philippines, the United States and Russia.

Diplomacy and International Relations: The 14th summit meeting of the member countries of the South Asia Association for Regional Cooperation (SAARC) was held from April 2 to 3 in New Delhi, India. In addition to seven countries of the South Asian countries, India, Pakistan, Bangladesh, Sri Lanka, Nepal, Bhutan, and Maldives, a new member of Afghanistan participated in this meeting for the first time. From the outside of the region, China, the European Union, Japan, South Korea, and the United States attend the summit as observers for the first time. (Details are described in the section of the Intelligence Assessment.)

Prime Minister Abe held talks with Prime Minister of the People's Republic of China Wen Jiabao, making an official visit to Japan as the government guest, on April 11, and subsequently Japan-China Joint Press Statement was announced.

Prime Minister Abe visiting the United States held Japan-U.S. Summit meeting with

President Bush on April 27 at Camp David. At the joint press conference after the meeting, President Bush and Prime Minister Abe emphasized the significance of the Japan-U.S. alliance.

Shipping, Resources, Environment and Miscellaneous: Russia brought the world's largest icebreaker, *The 50 Years of Victory* to completion. This icebreaker is an upgraded version of the *Arktika*-class vessel, having 25,000 DWT capable of traveling through ice up to 2.8 meters thick.

Malaysia will begin in August construction of two oil refinery plants and a pipeline which will cut across northern Malaysia. This project will be one of the bypassing routs of the Malacca Strait.

One popular way to obtain foreign currencies is through flags of convenience (FOC). Even land-locked countries register other nations' ships under their flags of convenience. Robert Neff takes up Cambodia as one of the most notorious FOC countries, and said that many of these ships often change national flags and even their names, because of making it difficult to trace them, thus becoming a cover for illegal activities.

1. Information Digest

1.1 Security

April 2 “Somali Pirates Hijack Indian Cargo” (the New York Times, April 3, 2007)

Andrew Mwangura, director of the Kenyan chapter of the Seafarers Assistance Program, reported that nearly ten Somali pirates armed with assault rifles and rocket-propelled grenades hijacked an Indian cargo ship (14 crew members), the MV *Nimatullah* for ransom on April 2 when it was preparing for arriving in port of Mogadishu. Somali pirates are demanding US\$20,000 for the ransom. (Prauda, April 6) In Somalia, on February 25 the UN chartered MV *Rozen* was hijacked, and the ship and the 12 crew members are not yet released. (See Monthly Report, February 2007)

According to Andrew Mwangura, a UAE-registered ship being anchored at Mogadishu port was assaulted on April 3 by the pirates in speed boat, but it escaped from then to the outside port. (Mail & Guardian Online, April 4, 2007)

The head of Kenyan chapter said on April 7 that the Somali pirates released the MV *Nimatullah* and MV *Rozen* at Somali waters. In addition he said that “all the crew are safe aboard both vessels”, and that although a ransom was paid, but the details were unknown. (Guardian, April 8, 2007)

April 3 “United States Coast Guard Starts to Track All Large Commercial Vessels within the U.S. Waters” (U.S. Coast guard, Press Release, April 3, 2007)

In accordance with the provision of the SAFE Port Act of 2006 (formally named as Security and Accountability For Every Port Act 2006), the U.S. Coast Guard reported on April 3 that it had started on April 1 to track the location of all large commercial vessels with the U.S. waters. Admiral Thad Allen, Commandant of the Coast Guard, said “Using the full range of classified and unclassified vessel tracking information available to the Coast Guard, we are meeting all vessel tracking requirements of the act,” and “.... we need to focus our attention on closing other gaps in maritime security, including long-range tracking of vessels outside U.S. waters and coming to grips with potential threats posed by smaller vessels.” The International Maritime Organization’s (IMO’s) long-range identification and tracking system is to provide an unclassified information system for tracking more than 40,000 vessels worldwide by the end of 2008. Under this system, the United States will be able to obtain tracking information of ships navigating within 1,000 nautical miles off the U.S. coast.

Dana Goward, Director of Maritime Domain Awareness of the Coast Guard, said “We are working with our partners to identify solutions to potential issues surrounding the millions of smaller vessels that ply our nation’s waters.....”

The U.S. Coast Guard Press Release;

http://www.uscg.mil/hq/g-m/mp/GMPWebpages/SVS/SVS_home2.shtml

April 4 “International Association of Independent Tanker Owners (INTERTANKO) Admits Voluntary Funding Scheme for Malacca Straits” (INTERTANKO, Press Release, April 4, 2007)

INTERTANKO, in its April 4 press release, disclosed that it admits a voluntary funding scheme for the Malacca Straits. The INTERTANKO trusts that considering the establishment of a voluntary funding scheme brings merits, and that the shipping industry, together with other users of the Straits, should contribute further to materialization of this proposal. The INTERTANKO calls for further consideration of this proposal that would need to take into account the practical and operational nature of a voluntary scheme while maintaining the free and innocent passage of ships through the Straits. Especially, it is necessary to highly regard how to levy the voluntary contributions because setting a fixed rate for a voluntary scheme might be a disincentive for contributors.

Press Release: <http://www.intertanko.com/templates/Page.aspx?id=41911>

April 17 “Malaysia’s Deputy Prime Minister Refers to Possibility of Joint Patrol for the Malacca Straits” (The Star Online, April 17.2007)

In an interview on the sidelines of the maritime security conference organized by the U.S. Pacific Command, Malaysia’s deputy prime minister (concurrently the defense minister) said that although joint patrols by the three littoral countries along the Malacca Straits are thought to be possible, but there were hurdles to overcome to realize the joint patrols. The three countries at present are conducting the coordinated maritime and air patrols. Deputy Prime Minister Najib did not elaborate the specifics of the hurdles to be overcome, but maritime experts point out concerns that such joint patrols could infringe one another’s territorial rights. Moreover, they say that the joint patrols among the three states could help seal off loopholes in patrols by allowing a navy vessel to chase suspected pirates into another country’s waters to prevent their desertion.

April 20 “The Diet Passes the Basic Maritime Law” (Yomiuri Shimbun, April 21, 2007)

The House of Representatives (the Upper House) passed and approved the basic maritime law and the law on establishing safety areas for maritime structures on April 20. These laws are aimed at establishing a system to secure the safety in surrounding waters and to protect Japan’s maritime rights and interests. Under the basic law, an integrated maritime policy headquarters headed by the Prime Minister will be established and a post for a Cabinet minister in charge of maritime policies will be created. In another law of the safety area for maritime structure, it is intended to set up “safety zone” within 500 meters around the facilities to be installed inside the EEZ for natural resource development, thereby prohibiting the entry of vessels without permission. The two bills, are expected to take effect in July. The outline of the Maritime Basic Law is inserted as a reference material at the end of this volume of the Monthly Report. And, the two laws are announced publicly in the April 27, 2007 official gazette.

April 22 “The International Maritime Bureau Warns Seafarers to Be on Alert While Traveling the Malacca Straits” (AFP, April 22, 2007)

Despite a decreasing tendency of the number of pirate attacks in the Malacca Straits, the IMB warned seafarers to keep alert posture while traveling on the Straits. Director of the Bureau Pottengal Mukundan said that although pirate attacks have been decreasing due to aggressive patrol activities by the three littoral countries, there was no room for complacency with the present state, and if they scamp, the “pirate attacks would rise again.” He emphasized that the IMB welcomed any move by the three littoral states to strengthen any security measures including joint patrols in the Straits.

April 25 “Declining in Piracy Cases in the First Quarter of 2007” (IMB, April 25, 2007)

The IMB issued a report on the piracy attacks in the first quarter of 2007 on April 25. According to the report, it cites 41 incidents of piracy occurred in the first three months of 2007. This figure shows 20 less case than that reported in the first quarter of 2006. (See the details in the Analysis inserted in this volume)

1.2 Military

April 2 “Nimitz, U.S. Nuclear-powered Aircraft Carrier, Leaves for the Persian Gulf” (Navy Times, April 3, 2007)

CVN 68 *Nimitz* left San Diego for the Persian Gulf on April 2. *Nimitz* will replace the *Dwight D. Eisenhower* (CVN 69) and its carrier strike group, and deploy in the Persian Gulf and “Horn of Africa” regions in joining the *John C. Stennis* (CVN 74) carrier strike group. This deployment is *Nimitz’s* third to the Persian Gulf in four years.

April 4 “U.S. CNO and Chinese Navy Chief Meet in Washington” (AFP, April 5, 2007)

Admiral Michael Mullen, U.S. Chief of Naval Operations, had talks on April 4 with Vice Admiral Wu Shengli, Chinese Navy Chief, visiting the United States. The U.S. navy spokesman told the AFP that they discussed various “issues of mutual concerns,” and their talks “contributed to a greater sense of transparency between the two leaders and our two navies.” During the talks Admiral Mullen asked Vice Admiral Wu for the Chinese Navy as well to join a global effort to maintain international maritime security. Admiral Mullen, Chief of Naval Operations, referred to the “1,000-ship Navy” concept aimed at participation on a voluntary basis in a transnational network of navies, the shipping industry and the law enforcement organizations of the Law of the Sea to respond to crisis and/or emergencies at sea. Chinese Navy Chief Wu “expressed interest” in the concept and asked for more information to study.

April 4 “U.S. Navy Plans to Build Submarine Base Facilities in Diego Garcia” (The Register, April 6, 2007)

The U.S. Navy is going to build submarine base facilities in Diego Garcia, British territory. This base improvement will allow the U.S. nuclear powered submarine equipped with cruise missiles (SSGN)* to operate from that island. The construction work is expected to be complete by April 2009. Diego Garcia is situated in the middle of the Indian Ocean and a strategic foothold being right for the US and its allies to have an access to various strategic maritime choke points such as the Straits of Hormuz – the entrance to the Gulf – and the pirate-plagued waters of the Bab-el-Mandeb at the foot of the Red Sea.

*Note: SSGN is nuclear powered submarine under the program to modify four of the nuclear-powered ballistic missile submarines (SSBN), Trident to a long range conventional strike and special operations SSGN "Tactical Tridents " to be equipped with 154 cruise missiles and manned 66-102 special forces troops.

April 6 “USS Ronald Reagan Concludes Its Military Operations in the U.S. 7th Fleet Area of Responsibility”

USS *Ronald Reagan* (CVN 76) and its strike group ended the military operations on April 6 in the area of responsibility of the 7th Fleet. During the operation in the region the carrier strike group conducted exercises jointly with the ROK navy as well as the Japan Maritime Self-Defense Force, and also made friendly port calls to Sasebo, Hong Kong, and Busan, Republic of Korea.

April 15 “Russia Builds and Deploy 8 SSBNs by 2017”

Russian Deputy Defense Minister Alexei Moskovsky said on April 15 that eight *Borei* class strategic nuclear submarines will have been deployed by 2017. This was disclosed at the launching ceremony for the first submarine of the same class. Under the current program seven will be constructed by 2015 and another by 2017. Currently two are under construction.

April 16 “USS John C. Stennis Completes Joint Operations with French Carrier, Charles de Gaulle” (Navy Newsstand, April 17, 2007)

USS *John C. Stennis* (CVN 74) completed on April 16 its operations with the French nuclear powered aircraft carrier *Charles de Gaulle* (R 91) in the North Arabian Sea. The two aircraft carriers and their strike groups had conducted together a month long support operations of the “Operation Enduring Freedom” in Afghanistan. *Stennis* will continue operations in support of OEF and conduct maritime security operations (MSO).

April 27 “Singapore and Indonesia Signed Defence Cooperation Agreement” (Channel News Asia, April 28 and April 30, 2007)

On April 27 Singapore and Indonesia signed the defense cooperation pact. The limitation of this pact is 25 years. It will be reviewed again 13 years after implementation. A Defence Cooperation Committee will be established to examine the cooperation based on the Agreement.

The military cooperation relations between Singapore and Indonesia go back more than 30 years, but the recent Agreement will enable the armed forces of the two countries to foster closer ties.

Singapore Defence Minister Teo Chee Hean revealed that a joint training facility would be built, and its air force will resume training at Pekanbaru, Sumatra, the navy will conduct live firing exercises at Pulau Kay Ara in the South China Sea, and the army will use the Baturaja Land Forces training area in Palembang, Sumatra, while the Indonesian Armed Forces (TNI) will become to use some of Singapore's training facilities including simulators.

April “Vishakhapatnam-based Eastern Command Flotilla of Indian Navy Cruises on the East Asia Conducting Naval Exercises with the Navies in the Region”

Indian Navy flotilla comprising the guided missile destroyers, *Mysore*, *Rana* and *Ranjit*; the guided missile corvette *Kuthar*; and the tanker *Jyoti* from Eastern Command (Vishakhapatnam) is on an over two month cruise around the eastern Asia running March 18 to May 23. During this period, after concluding maneuvers with Singapore's Navy in late March, it is to conduct respective joint exercises with navies from China, Japan, New Zealand, the Philippines, the United States and Russia. (Defense News.com, April 9, 2007)

Assistant Chief of the Naval Staff, Rear Admiral Pradeep Chauhan told the press and emphasized on the objective of the cruise that it is part of the constructive engagement of Indian diplomacy being undertaken by the Navy, and no intention is to pass on any message to any country. (INDIA DEFENCE, April 1, 2007)

The outline of the joint exercises of the Indian flotilla with other navies of respective countries conducted in April follows.

India-U.S. Joint Exercise called Malabar 07-1 (U.S. Navy, 7th Fleet Public Affairs, April 6, 2007)

The U.S. Navy commenced on April 6 a joint exercise with Indian Navy, Exercise Malabar 07-1. This exercise is one of the key elements of the U.S. Pacific Fleet's exercises and designed to enhance the cooperative security relationship between India and the United States and at the same time to strengthen interoperability between the two navies. This is the ninth exercises of the series, which was last held in September 2006 off the coast of India. From the U.S. side five guided missile destroyers, one guided missile frigate, one assault type nuclear-powered submarine, four anti-submarine patrol helicopters, and one anti-submarine patrol plane are to participate, while Indian navy will be participating in the exercise with the above mentioned five guided missile destroyers and anti-submarine helicopters.

Trilateral Exercises by Japan, U.S., and India, TRILATEX07 (U.S. Navy, 7th Fleet Public Affairs, April 17, 2007)

Indian flotilla conducted for the first time a trilateral exercise called TRILATEX 07 off coast of Boso, Japan, with the U.S. 7th Fleet and the Japan Maritime Self-Defense Force on April 16.

This exercise is aimed at enhancement of interoperability between the three navies. The United States was represented by two guided missile destroyers, two anti-submarine helicopters, one anti-submarine patrol aircraft and some aircraft from Carrier Air Wing 5. From the JMSDF the ships that participated include Aegis ship *Kirishima*, three destroyers of *Ikazuchi*, *Murasame* and *Takanami*, and three anti-submarine helicopters. The Indian Navy joined the exercise with INS *Mysore*, guided missile destroyer, INS *Kuthar*, guided missile corvette, and INS *Jyoti*, oil supplier, and two anti-submarine helicopters.

Vice Foreign Minister of the Ministry of Foreign Affairs, Shotaro Yachi stressed at the press conference on April 16 when he was asked about the significance of the exercise and China's concern that "The drills are not directed at any third country," and indicated that this trilateral exercise implied to direct toward any of the Third country since it is a "goodwill exercise."

Indian and Chinese Naval Joint Exercises Started (The Hindu, April 14, 2007)

The joint naval exercises by Indian and Chinese navies were held from April 12 to 16. Two Indian guided missile destroyers, *Rana* and *Ranjit* made port calls at Qingdao on April 13. The naval exercises are held under the landmark bilateral Memorandum of Understanding (MOU) inked in May 2006 to enhance military exchanges and cooperative relations fitting in with the growing political, economic and commercial relations between the two countries. During the naval exercise Deputy Chief of Naval Staff of the Indian Navy, Vice Admiral RP Suthan, is to visit Beijing and Qingdao. The last India-China joint naval exercise was held in 2005.

In India, there is growing concern on the increasing Chinese naval presence around Indian sea areas, especially in Pakistan, Myanmar and Sri Lanka. China is actively assisting Pakistan in building a strategic naval base and port facilities at Gwadar. China is also assisting construction of the port facilities in Myanmar. All these are proving enhancing Chinese naval presence in the Arabian Sea as well as the Bay of Bengal. In March 2007, China and Sri Lanka signed an agreement of Chinese assistance for the development project of the Hambantota port.

India – Russia Naval Exercises, INDRA-2007 (Aviation & AEROSPACE, April 19, 2007)

India and Russia are to conduct joint naval exercises, INDRA-2007, for three days from April 24 in the Sea of Japan. INDRA-2007 is a biennial joint exercise between the Russian and Indian navies aimed at strengthening cooperative relations for the fight against terrorism, and marks the third since 2003. According to the press release made by the Russian Pacific Fleet, two large anti-submarine ships, a missile boat, a conventional type submarine, a minesweeper group, and an oil supplier, two tugboats, two anti-submarine helicopters and one anti-submarine patrol aircraft will represent the Russian Navy. From Indian side, the afore-mentioned ships are to participate in the exercises. The INDRA-2007 include live firing exercise, air defense and anti-submarine warfare maneuvers, and also operations related to maintaining maritime order and countering piracy, and drug smuggling will be practiced.

1.3 Diplomacy and International Relations

April 2 ~ 3 “SAARC’s 14th Summit Opens” (Xinhua, April 3, 2007)

The 14th summit meeting of the member countries of the South Asia Association for Regional Cooperation (SAARC) was held from April 2 to 3 in New Delhi, India. In addition to seven countries of the South Asian countries, India, Pakistan, Bangladesh, Sri Lanka, Nepal, Bhutan, and Maldives, a new member of Afghanistan participated in this meeting for the first time. From the outside of the region, China, the European Union, Japan, South Korea, and the United States attend the summit as observers for the first time. (Details are described in the section of the Intelligence Assessment.)

April 11 “Prime Minister Abe and Visiting Chinese Prime Minister Wen Jiabao Had Talks” (Ministry of Foreign Affairs HP, April 11, 2007)

Prime Minister Abe held talks with Prime Minister of the People's Republic of China Wen Jiabao, making an official visit to Japan as the government guest, on April 11, and subsequently Japan-China Joint Press Statement was announced. The gist of the Statement follow:

- (1) Two leaders confirmed that the two countries would continue to observe the principles enunciated in the Joint Communique of the Government of Japan and the Government of the People's Republic of China, the Treaty of Peace and Friendship between Japan and the People's Republic of China, and the Japan-China Joint Declaration.
- (2) Both sides reaffirmed that, based on the Japan-China Joint Press Statement which was made on the occasion of Prime Minister Abe's visit to China in October 2006, the two countries would strive to build a "mutually beneficial relationship based on common strategic interests." For that, as a specific cooperative relationship, of the defense exchange, they agreed on the visit of the Chinese Defense Minister to Japan this fall, early realization of Chinese Navy vessels and the subsequent visit to China by Japanese Maritime Self-Defense Force vessels, and, establishment of a communication mechanism between the two defense authorities, and thereby, prevention of the occurrence of contingencies at sea.
- (3) Both sides attained the following common understanding for appropriately handling the East China Sea issue: (1) to firmly adhere to making the East China Sea a "Sea of Peace, Cooperation and Friendship"; (2) to conduct joint development as a provisional framework until the final delimitation based on principles of mutual benefit principles, on the premise that it does not prejudice the position of either side on various issues concerning the law of the sea; (3) to hold consultations as necessary by higher-level officials than before; (4) to conduct joint development at relatively large areas of waters acceptable for both sides; (5) to accelerate the process of consultations and target to report concrete measures for joint development to the leaders in this fall.

The Joint Press Statement: http://www.mofa.go.jp/mofaj/area/china/visit/0704_kh.html#b

April 27 “U.S. President and Japan’s Prime Minister Reaffirm Japan-U.S. Alliance” (The White House Press Release, April 27, 2007)

Prime Minister Abe visiting the United States held Japan-U.S. Summit meeting with President Bush on April 27 at Camp David. At the joint press conference after the meeting, President Bush stated that “The alliance between Japan and the United States has never been stronger; the Prime Minister and I will work hard to keep it that way and it's in the interest of our peoples that we work closely; and we reaffirmed that our alliance is a global alliance rooted in common values, especially our commitment to freedom and democracy.” Prime Minister Abe emphasized that “the biggest objective of this visit this time was to reaffirm the irreplaceable Japan-U.S. alliance, and to grow this stronger as an unshakable alliance.”

In the meetings, the two leaders agreed to work closely together on important issues such as critical global trade, energy, and environmental challenges. Japan-United States Joint Statement was announced.

The joint press conference: <http://www.whitehouse.gov/news/releases/2007/04/20070427-6.html>

The Joint Statement: <http://www.whitehouse.gov/news/releases/2007/04/20070427-1.html>

1.4 Shipping, Resources, Environment, and Miscellaneous

April 4 “The World’s Largest Icebreaker Launches in Russia” (Moscow News, April 4, 2007)

Russia brought the world’s largest icebreaker, *The 50 Years of Victory* to completion. This icebreaker is an upgraded version of the *Arktika*-class vessel of 159 meters long, 30 meters wide, having 25,000 DWT capable of traveling through ice up to 2.8 meters thick. The Russian nuclear-powered icebreaker fleet operated by the Murmansk Shipping Company, currently consists of five *Arktika*-class icebreakers and two *Taymyr*-class river icebreakers. It is observed that, according to experts, Russia will need six to 10 nuclear-powered icebreakers in the next 20 years, accompanied with growing demand for the development of the Arctic shelf and increased traffic along the Northern Sea route.

April 10 “Malaysia Plans to Construct Pipeline for Ships to Bypassing the Malacca Strait” (Yahoo News, April 10, 2007)

Malaysia will begin in August construction of two oil refinery plants and a pipeline which will cut across northern Malaysia. This project will be one of the bypassing routes of the Malacca Strait. According to the national news agency Bernama, Kedah State Chief Minister Mahdzir Khalid said that the project is of the 50 billion ringgit (\$14.5 billion) that one oil refinery plant will be built in Yan in the west coast of Kedah and another in Bachok in the northeastern Kelantan State, with a pipeline linking both. On the completion of the linkage, the crude oil transported from the Middle East will be unloaded in Kedah State, and pumped through the

320-kilometer-long pipeline to Kelantan to be loaded into tankers again, and shipped toward countries like China, South Korea or Japan. The chief minister added that the local Malaysian enterprises will be in charge of oil refinery and construction of the pipeline, the project has attracted investments from the National Iranian Oil Co., and Saudi Arabia and China has shown an interest in funding the project.

April 11 “China Launching Oceanic Survey Satellite, Ocean 1B” (Xinhua, April 12, 2007)

China was successful to launch second oceanic survey satellite "Haiyang-1B" (Ocean 1B) on April 11. Director of the State Oceanic Administration Sun Zihui said that the "Ocean-1B", a crucial pillar of the component of the China's three dimensional oceanic survey system, which would monitor the color and temperature of the seas. Moreover, he added to say that in addition to the satellite to survey global environmental changes, it would aid China's development and utilization of maritime resources, construction of ports, monitoring and prevention of oceanic pollution, resource investigation and the development of coastal areas.

April 20 “Ships Flying Cambodian Flag, Hidden Truth” (Asia Times Online, April 20, 2007)

One popular way to obtain foreign currencies is through flags of convenience (FOC). Even land-locked countries register other nations' ships under their flags of convenience. Many of these ships often change national flags and even their names, because of making it difficult to trace them, thus becoming a cover for illegal activities. Robert Neff, a former columnist with the Korea Times takes up Cambodia as one of the most notorious FOC countries, and summarizes as follows.

- (1) In 1994, Cambodia established its own ship registry – Singapore-based Cambodian Shipping Corporation (CSC), and began flagging ships of other nations. Until 2002, when the CSC was closed, 400 ~600 ships were registered with the CSC, but the number of ships registered with the company in accordance with US investigators is probably more than twice that. The difference between the CSC system and other FOC method is that the CSC accepted offered the registration to be done online within 24 hours. As the number increases, it has been emerged that most of the registered foreign ships were involved with illegal activities. Moreover, In addition to illicit activities, the condition of the ships themselves was of a poor quality in many cases.
- (2) What the United States and South Korean concerned was that a large number of North Korean ships was registered with CSC and flying the Cambodian flag. It was evidenced in December 2002 that such North Korean ships had transported ballistic missiles to the Middle East and Africa. Cambodian-registered North Korean ship, the *Song Sang*, was stopped and inspected by American and Spanish naval forces. The *Song Sang* was revealed 15 Scud missiles hidden beneath the bags of cement.
- (3) Following the September 11, the Cambodian government was exposed to the international

criticism and it was forced to nullify its authority in June 2002. The Cambodian government established a new International Ship Registry of Cambodia in Busan, South Korea. It says that there are no North Korean ships registered under the Cambodian flag. However, it is explained how difficult it is to know and specify for certain who owns what ship. North Korea purchases flags of convenience at nearly three times the normal asking price. According to the investigation of the International Transport Workers' Federation (ITF) in 2006, out of 408 North Korean-flagged ships, only 187 of them were actually owned by North Korea, but the rest were owned by other nations including Cambodia, Tonga, Comoros and Sao Tome and Principe.

- (4) According to the Straits Times, at least 40 nations in the world are of flags of convenience, and many of them are ready to make a deal with North Korea for a price. North Korea has business with several of them, but it is a surprising matter that among them Mongolia, a land-locked nation, is found as a replacement for Cambodia. Following North Korea's nuclear test in October 2006, Mongolia's Ship Registry has urged the ships under its flag to abide by the United Nations resolution against North Korea. It is unclear how this will have effects on North Korean ships registered with Mongolia.

Topic

The Mekong River Dried up – River Fishery in Danger

The April 1 Bangkok Post reports that being affected by the coming of a dry season and two Chinese gigantic dams the Mekong River is drying up and the water level of the river is falling to less than one meter affecting the circumstances in various ways. The following is the gist of the report.

- (1) The greatest damage is seen in freight transport. Usual transport of freights takes only three days from Chang Saen, Chiang Rai Province, Thailand to Xishuangbanna, Yunnan Province, China, but now needs to take a month. Officials say that ships with river pilots aboard must navigate as a convoy comprised three or four ships. Freighters are unable to sail up and down the river with the water level below 1.2 meters. This case requires measuring the depth of water regularly with a long pole. Furthermore, big or small reefs and sunken ships are here and there.
- (2) China currently is building the third dam at Xiaowan as one of its projects to construct dams for hydroelectric power generation at eight places along the Mekong. Two dams, Manwan and Dachaosan, were already completed. According to Chang Saen District custom director, China is discharging from the dams at the upper river every three ~ five days, and the shortage of water stream seems to continue until the expected time of completion of the third dam in 2010. He also says that the Economic Quadrangle meeting is scheduled to hold in May to have talks on dredging of the Mekong River, and as to the dredging, China and Thailand made an agreement in principle in 2006, but Laos and Myanmar still withhold

their decision.

- (3) Tourist industry is damaged strikingly as well. Cruising from Chiang Khong, Chiang Rai Province to Luang Prabang, Laos has become unable unless smaller boats than those used before are used. The number of tourists is decreasing. A catch of fish is dropped. The smoke harm caused by the wooded area fires on both banks triggers air pollution. It is said that on the other hand, traders who deal in river stones for gardening receive benefits.
 - (4) When the dry season is over, a container of China-Thai joint corporation is to ship fruits and vegetables via the Mekong from Thailand to the southern China for the first time. A crude oil tanker will also sail to China via Thailand. (See December 2006 and January 2007 versions of the Monthly Report as to the first transport of a tanker in December 2006.) It is informed that five large type cranes to be used for construction of dams are likewise shipped by way of the Mekong River.
- (“The Dry, Dry Mekong,” The Bangkok Post, April 1, 2007)

In addition, as for the effect led by Chinese construction of dams, it is known that Chairman Oliver Cogels of the Mekong River Commission (MRC) wrote to the Bangkok Post. He mentioned the impact by the Chinese dams on the downstream areas is exaggerated and points out the followings below.

- (1) A total water reserves of the two existing dams, Manwan and Dachaosan, amounts to some one thirtieth of the yearly running water in the Mekong basin of Chinese territory and

even upon completion of Xiaowan dam, it is about one fourth.

(2) These dams are not for irrigation, but chiefly for hydroelectric power generation. Therefore, they do not consume the water. Rather, in the dry season, they could make the water volume increase, or reduce it in a flooding season. Recent dry-up phenomena the areas downstream faces do not seem to be because of Chinese dams. When the water volume is readjusted by controlling the dams, this will be effective as a countermeasure for the dry-up in the areas downstream.

(3) China is not seated in the MRC member nations –Thailand, Laos, Cambodia and Vietnam--, but is becoming increasingly an active partner in the dialogue along with Myanmar with those members, making possible for that country within the framework of the dialogue to develop constructive and trustful cooperation with them for technological area in the mutual interests. The Mekong holds a great possibility for sustainable development in the fields of agriculture, fishery, water-power generation, river fluvial navigation, flooding management, water intake, and hygiene management.

(“Dams impact ‘Often Exaggerated’ – Cogles” The Bangkok Post, January 9, 2007)

In the report published by the World Wide Fund for Nature (WWF) on March 20, 2007 titled “World’s Top 10 Rivers at Risk,” crisis of river fishery by overfishing is pointed out as to the Mekong River. The report says that in the Mekong decrease in fishing resources is brought through unclear fishing rights, overfishing, illegal fishing operation, and the build of dams has an influence on maintaining the resources. According to the 2006 WWF investigation, the inhabiting

number of catfish in the Mekong is decreased by 90 percent presumably in the past twenty years.

(“Mekong River at Risk-WWF,” MRC HP Newsmekong)

The Report is available on Internet at:

<http://assets.panda.org/downloads/worldstop10riversatriskfinalmarch13.pdf>

2. Intelligence Assessment

2.1 Figures of Piracy and Armed Robbery-Incidents from January 1 to March 31, 2007 (From the IMB Report for First Quarter of 2007)

On 25 April 2007, the International Maritime Bureau (IMB) released, through the Kuala Lumpur based Piracy Reporting Center (PRC), its quarterly report on piracy acts and armed robbery incidents that occurred against shipping January 1 to March 31, 2007. (Hereafter, “the report”). According to a definition of the IMB, “Piracy and Armed Robbery against Ships are an act of boarding or attempting to board any ship with the apparent intent to commit theft or any other crime with the apparent intent or capability to use force in the furtherance of that act.” The characteristics of robbery-incidents during that period viewed from the report are summarized below.

1. Number of Actual and Attempted Attacks and Characteristics Viewed from Locations

Thirty-one actual attacks and 10 attempted attacks were reported in the first quarter of 2007, a considerable decline from the 61 in the corresponding period of 2006. It is obvious there is declining tendency of cases even compared to 103 in the same period of 2003 marking the highest number of attacks in the past 10 years (445 cases throughout that year), and to 79 in 2004 (329) and 56 in 2005 (276).

About the significant drop of occurrences, the report points out several factors: (1) ship crew are taking more precautions during their transit through hot spot areas, (2) companies have adopted stricter rules and regulations for their ships transiting piracy prone areas, and (3) cooperation between governments and local law enforcement agencies has been strengthened and proven to be effective at curbing piracy.

However, the report, while welcoming the declining tendency of occurrence of attacks, emphasizes that this good news should not induce complacency. The IMB warns that strengthened vigilance and surveillance will always be the best measures against any form of piracy attack, and urges shipowners and crew to report all incidents of piracy so that the UNCLOS law enforcement organizations and governments can take prompt and appropriate actions.

In view of locations of the attacks, of 41 cases in the first quarter of 2007, 24 cases occurred in five areas. There were nine cases in the Indonesian archipelagic waters. Of them, four occurred in Balongan of Java Island facing the sea of Java. There followed six off Nigeria of which four were off the coast of Lagos (one attempted), three each off India, Aden Bay in the Red Sea and off Tanzania. The three cases in Tanzania occurred in Dar es Salaam.

According to the statistics, the highest number of attacks in Asia was noted in the waters

around the Indonesian archipelago, a steady tendency over the past ten years. As far as the number of occurrence is concerned, the Indonesian archipelagic waters show the most dangerous area. However, in the Report, Indonesia is highly evaluated for tackling the problem of piracy.

In the Malacca Straits the total attacks were only two, one actual and one attempted, compared with zero in the corresponding period in 2006, showing a drop compared with five in the last quarter of 2006. In Malaysia, the one reported incident was in Bintule, Sarawax in Borneo. None were reported in the Singapore Straits. One incident occurred at Vung Tau in the Mekong estuary.

In the area of the Indian Ocean and Bay of Bengal, only two cases are reported at Chitagong port in Bangladesh in the first quarter of 2007, indicating a great drop compared to nine incidents in the corresponding period of 2006 (47 cases throughout the year). The Report welcomes the decline and regards it as the results of strengthened vigilance and surveillance as well as prompt response to calls of the coast guard.

Two incidents were counted off Somalia and Djibouti declining by five from that of the corresponding period of 2006. In view of the number of occurrences, the situation seems to have improved, but the IMB advises that vessels should sail at least 75 nautical miles (about 140 kilometers) from the Somali coastline. It does not seem that there has been a drastic change in the surrounding sea areas of the “Horn of Africa” region which remain dangerous waters.

Off Nigeria is a dangerous location of occurrence of the attacks. According to the Report, the attacks occur mostly at the Niger estuary delta in the oil field, and are aimed at foreign oil workers (notably many Chinese). Those attacks in most cases were toward the standing vessels to oil rigs. The pirates are often heavily armed and the attacks were well planned and coordinated.

Table 1: Main locations of actual and attempted attacks, January-March from 2003 to 2007

Locations	2003	2004	2005	2006	2007
Indonesia	28	21	16	19	9
Malacca Straits	3	8	4	0	2
Malaysia (East Coast)	2		2	3	1
Singapore Straits	0	6	2	1	0
Vietnam	4	3	3	1	1
Bangladesh	9	8	6	9	2
India	9	0	5	0	3
Sri Lanka	2	0	0	0	2
Nigeria	9	10	0	4	6
Gulf of Aden / Red Sea	6	3	3	7	3
Somalia / Djibouti	2	0	3	5	2

Note: Depicted from Table 1, p.5 of the Report.

2. Characteristics Viewed from the Types of Attacks

According to the Report, of 31 actual pirates' attacks in the first quarter of 2007, there were 2 hijacking cases and 29 boarding cases. Of 10 attempted cases, 3 were by gun firing and 7 attempted boarding cases. Compared to the corresponding period of 2006, of 44 cases of actual attacks, there were 4 hijacked cases and 40 boarding cases, and of 17 attempted, 3 firing gun cases and 14 attempted boarding cases. The number of attacks shows a decline, but there is no change in the major tendency of attacks to be those of boarding.

As for the ships attacked, out of 31 accomplished cases in the first quarter of 2007, attacks raided while berthed numbered three, attacks while at anchor were 17 and attacks during steaming were 11. Plus, there was one unstated case. Of 44 accomplished cases in the corresponding period of 2006, 2 cases while berthed, 30 while at anchor, 11 during steaming, and one unstated. On the other hand, out of 10 attempted cases in the first quarter of 2007, 3 cases occurred while at anchor and 7 during steaming. Of 17 cases of those in the corresponding period of 2006, 1 was at anchor and 16 during steaming. There is no significant change in occurrence of attacks being while at anchor or steaming.

About the human suffering of crew members, the total number of people being taken into hostage during the first quarter of 2007 was 39, a decrease from the same period of 2006 with 63, but as Table 2 illustrates, the tendency of hostage cases being the most among human suffering is unchanged. On the other hand, kidnapping and ransom demanding cases have shown a rising trend: 17 in the first quarter of 2007 were suffered while 13 and 19 in the corresponding period of years of 2006 and 2005 respectively. These kidnapping and ransom demanding cases have not been reported before 2005. No deaths among crew members are reported.

Table 2: Types of violence to crew and passengers, January-March from 2001 to 2007

Types	2001	2002	2003	2004	2005	2006	2007
Taken hostage	43	48	78	82	31	63	39
Kidnap / Ransom					10	13	17
Crew killed	0	2	4	22	0	1	0
Crew injured	12	5	27	34	4	2	4
Missing	0	21	24	15	0	0	0
Total for three month*	60	85	145	170	48	87	60

Note: Depicted from Table 8, p.8 of the Report.

* Some items are excluded from the above table. Hence, the total figures do not add up.

As for the types of ships attacked in the first quarter of 2007, the highest number was nine each for Containers and for Tankers carrying Chemical/Product. The second was five each for general cargo ships and for Tankers carrying Crude Oil, and the third was four for Bulk carriers. The others were two each for Research Ships and for Tug Boats.

Regarding the type of arms used during attacks by pirates, as illustrated in the Table 3, no significant changes have been made for ten years.

Table 3: Types of arms used during attacks, January-March from 2001 to 2007

Types	2001	2002	2003	2004	2005	2006	2007
Guns	8	17	22	25	14	13	10
Knives	20	31	39	23	20	17	13
Other weapons	7	8	12	6	5	4	4
Not stated	33	31	30	25	17	27	14
Total for three month	68	87	103	79	56	61	41

Note: Depicted from Table 6, p.8 of the Report.

2.2 The 14th Summit Meeting of the SAARC

The 14th summit meeting of the South Asian Association for Regional Cooperation (SAARC) member countries was held in New Delhi, India, on April 2 and 3. In the summit meeting in addition to the heads of seven South Asian member states, India, Pakistan, Bangladesh, Sri Lanka, Nepal, Bhutan and the Maldives, the new member of Afghanistan took part for the first time. Japan, China, South Korea, the United States and the European Union attended the summit as observers from extra-regional powers for the first time.

The SAARC has not fully been demonstrating its function as the inner regional cooperation mechanism partly due to India-Pakistan confrontation, and yet no progress has been made in each field of cooperation inside the region. Touting a theme of “connectivity” and aimed at “partnership for prosperity”, the summit meeting adopted the “Declaration of the Fourteenth SAARC Summit” with 30 items including concrete measures for encouraging economic growth of the region as a whole¹. In addition, Iran was approved to be added to the observer list. The summit became a motive to deepen international connectivity between South Asia as a region and the major extra-regional countries who first took part in the summit as observers. Because the SAARC with the current summit meeting has come to a new stage of development as a regional mechanism, this has become a subject of examination on the future movement regarding such aspects as diplomacy and security as well as public order.

1. A Key to Development of the SAARC – Trend of Indo-Pakistani Relationship and Terrorism Countermeasures

A key to development of South Asia is the stability in India-Pakistan relations. A new horizon of prospect has opened for the SAARC as regional machinery possibly becoming a nucleus of economic development due to the external major countries and organizations attending the Summit for the first time.

Indian Prime Minister Singh of the chair country of the summit, expressing his mind over the

¹ Declaration of the Fourteenth SAARC Summit is available on Internet at: <http://www.saarc-sec.org/data/summit14/ss14declaration.htm>

hitherto confrontation with Pakistan, appealed in his address, saying, “South Asia is in the midst of an unprecedented political and economic transformation. The political transitions, painful as they may be, are something that each one of us has to work out for ourselves, within our countries and between our governments. I see signs of hope that our governments are now addressing the bilateral political issues that have prevented us from achieving our potential. We must now make a break with the past and join hands to realize our common shared destiny.”² On the other hand, Pakistan Prime Minister Shaukat Aziz pointed out in the address to the summit that “the reason why we have been slow in catching up with other regional organizations” is because “South Asia has remained vitiated by disputes and mistrust.” He stressed that “the necessary political will” must be demonstrated in order to transform the region to that of advancement and prosperity. Neither leader directly touched upon the Kashmir issue, but Prime Minister Aziz expressed at the press interview that the Kashmir issue was the greatest element that had hampered the potentials of the SAARC. (Press Trust India, April 3)

Both prime ministers had talks on April 4 and deliberated a wide range of bilateral issues. They agreed to continue the on going consultations on including the Iran – Pakistan – India pipe line project; increase of air flights between the two countries; and easing the issuing visa. (India Prime Minister’s Office, Press Release, April 4)

The observers seem to have wishes for easing tensions and stabilizing public order through improvement of the relations between India and Pakistan, for it is inevitable for them that the inner improvement of investment environment in terms of financial and public security affects inside the region. In this sense, drastic settlement of the Kashmir issue, the greatest unresolved matter, is the biggest challenge.

The issue of anti-terrorists is another factor of obstruction for progress in South Asia. As the Declaration points out, “terrorism is a threat to the peace and security of the region,” and calls for urgent conclusion of a “comprehensive Convention on International Terrorism.” However, the newly joined Afghanistan has brought in hot coals for the anti-terrorist measures, for Afghanistan’s President Hamid Karzai has been accusing severely Pakistan’s support of neo-Taliban force. Dr. Anand Kumar of the South Asia Analysis Group, an Indian policy research institution, noted that the SAARC might increase its worries in importing Pakistan-Afghanistan rivalry newly in addition to the Indo-Pakistan rivalry³.

Although the relative countries agree on the importance of preventing terrorism, since each country holds its own complicated domestic conditions, they will be forced to have to step forward aimed at conclusion of a comprehensive pact.

2. Attendance of External Major Powers as Observers – Effects and Concerns

Extra-regional major powers and organizations attended as observers the SAARC Summit for

² PM Singh’ address is available on Internet at: <http://pmindia.nic.in/speech/content4print.asp?d=517>

³ Dr. Anand Kumar, ‘SAARC: Pakistan Upsets the Applecart Again,’ Paper no. 2197, 06.04.2007, South Asia Analysis Group. <http://www.saag.org/papers22/paper2197.html>

the first time. Particularly, three countries, Japan, China and South Korea, sent foreign ministers in making clear their will to attach importance to the SAARC. The Joint Declaration touches upon their attendance and evaluates by stating “the region would benefit from these external linkages and help its economic integration with the international community.” That is, countries in the world are taking a keen interest in South Asia where continuing economic growth centering on India and strategic and geopolitical importance will increase, and, in particular, this summit symbolizes an improvement of India’s position in the international community.

However, while the attendance of the extra-regional major powers is expected to bring economic incentives, there are some concerns. A year ago, Dr. Sreeradha Datta of the Institute for Defense Studies and Analyses, India, already noted as background why big powers show their interest. The essential points are: (1) “It seems the incentives are not economic, but the political considerations. They seek to expand their overall influence across South Asia” beyond their policy toward the South Asia of which India and Pakistan used to be a traditional center. (2) “They chose an observer status because they cannot become official members for geographical reasons. It won’t be surprising if Russia also shows interest in the future,” but, “After all the SAARC has emerged as the new ground for all big powers to play their power game.” (3) “While all of them are big economic powers, each of their political considerations are different and they often become competitive. Especially, the presence of China makes the SAARC a potential field for playing the power politics game. While the involvement of these extra-regional powers may contribute to the economic development to the each country of the region, it will also entail a new conflict in South Asia.”⁴

Undoubtedly, while the extra-regional power’s attendance as observers offers economic benefits, it is feared also that the SAARC will become a potential field for playing expansion of the power’s influence in the future in view of discord between China and India, and competition between Japan and China for expanding influence as a lever of economic assistance over them. Moreover, Iran was admitted to attend the summit meeting as an observer, but it is said that the United States objected. From a viewpoint that Iran, which looks at South Asia as a potent market for its natural resources, won the observer status, it is forecast that some tactics surrounding expansion of each country’s influence will intensify by being staged in South Asia.

3. Stand of Japan and China toward the SAARC

(1) Japan has perceived the SAARC important because it is the regional machinery possible to provide stability and development of South Asia, and framework for regional cooperation and integration. From this viewpoint, Japan established and has aided a peerless SAARC-Japan Special Fund as the first extra-regional country. At this summit of the SAARC, in the address made by Foreign Minister Taro Aso, he referred to the initiative to create an “Arc of Freedom and Prosperity” along the perimeter of Eurasia continent and emphasized that “the cooperation

⁴ Dr Sreeradha Datta, ‘S.A.A.R.C.: A Potential Playground for Power Politics,’ 17 April 2006, Power and Interest News Report.
http://www.pinr.com/report.php?ac=view_report&report_id=473&language_id=1

among us is in line with it.” He declared a line of policy of vigorous support for three fields in the entire SAARC (as well as each separate country by such means as ODA): “support for Democratization and Peace Building,” support for Promoting Cooperation in the Region,” and “Promotion for People-to-People Exchanges.”⁵ According to the Foreign Ministry’s HP, Indian Prime Minister Singh valued, in talks with Foreign Minister Aso, that Japan’s cooperation with the SAARC forms a part of “Strategic Global Partnership” between India and Japan. Regarding this, Minister Aso stated that India is a “keystone” of the “Arc of Democracy and Prosperity” and stressed the importance of India in the SAARC. Foreign Minister Aso also had talks separately with the Pakistani Prime Minister and the President of Sri Lanka as well.⁶ Throughout the Summit, Japan showed its posture of positive involvement in South Asia.

- (2) In his address, Chinese Foreign Minister Li Zhaoxing stated that China and the SAARC have enjoyed deep and historic friendly relations as neighbors. And China announced its policy to expand cooperation with the SAARC in order to contribute to the peace and development of South Asia based on the principles of equality and mutual trust, and cooperation and mutual prosperity. Chinese specific proposals include a dialogue with the SAARC on establishment of a cooperation mechanism for poverty alleviation and realization of comprehensive study on models of poverty alleviation, and an examination with the SAARC of establishing a China-SAARC regular consultation mechanism for disaster relief cooperation. Moreover, together with encouraging the Chinese enterprises to make investment toward the SAARC, the Chinese Foreign Minister expressed that China intends to enhance cooperation and assistance for developing infrastructure and energy sectors. He also showed a plan to invite a delegation of senior South Asian diplomats to China during 2007 in hosting a seminar on China-SAARC relations (based on the Xinhua report with regard to Foreign Minister Li’s Address). From the Foreign Minister’s address, it is surmised that there is a Chinese posture of aiming to extend influence over this region by establishing multi-tiered cooperative relations between China and the SAARC.

⁵ Foreign Minister Aso’s Address : http://www.mofa.go.jp/mofaj/press/enzetsu/19/easo_0403.html

⁶ Foreign Ministry HP : http://www.mofa.go.jp/mofaj/kaidan/g_aso/saarc_07/saarc_gh.html

DOCUMENT

Outline of a Basic Ocean Law

1. Purpose of a Basic Ocean Law

The ocean is essential in sustaining human life. In recognition of the importance of Japan becoming an Ocean State, and coordinating its activities based on the principles enunciated in UNCLOS, the Basic Ocean Law would specify the responsibilities of the national government, local authorities, and others, formulate a Basic Plan for the Ocean, and identify issues to serve as a basis for other policy measures concerning the ocean. It would also provide for the creation of a Headquarters for Comprehensive Ocean Policy to systematically promote ocean measures.

2. Basic principles of a Japanese ocean policy

- (1) Coordinate ocean development and use with preservation of its environment
- (2) Secure safety on the ocean
- (3) Promote scientific knowledge
- (4) Promote ocean industries
- (5) Promote comprehensive management of the ocean
- (6) Promote International cooperation

3. Responsibilities of the national government, local authorities, businesses, and the public

4. A Basic Plan for the Ocean

Government must establish a Basic Plan for the Ocean in order to facilitate the integrated and systematic promotion of ocean policy measures.

5. National basic policy objectives concerning the ocean

- (1) Promote the development and use of marine resources
- (2) Promote conservation of the ocean environment
- (3) Develop, use, protect, and manage Japan's exclusive economic zone and continental shelf
- (4) Secure maritime transportation
- (5) Secure ocean safety
- (6) Promote marine science surveys
- (7) Promote marine science research and development
- (8) Foster and promote ocean industries
- (9) Manage coastal areas comprehensively
- (10) Improve isolated island conditions
- (11) Promote international cooperation
- (12) Enhance public understanding of the ocean

6. Appoint a Minister for Ocean Policy

7. Establish a Headquarters for Comprehensive Ocean Policy

A Headquarters for Comprehensive Ocean Policy should be established within the Cabinet to effectively promote ocean policy measures.

The Headquarters consists of Prime Minister as the director general, Chief Cabinet Secretary and Minister for Ocean Policy as the deputy director general, and all other Ministers.

8. Others

Draw up other provisions necessary for promoting ocean measures.

Links

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