

Section 4. New Approaches to Space and Ocean

1. Efforts for Development and Use of Space

The enactment of the Basic Space Law⁸ passed by the Diet in May 2008, has made it clearer that the development and use of space by Japan shall be carried out under the pacifism enshrined in the Constitution of Japan in compliance with international commitments. The law also stipulates that the Government of Japan shall take necessary measures to promote the development and use of space that contributes to ensuring the peace and security of the international community, as well as to the security of Japan. Furthermore, the Strategic Headquarters for Space Policy was formed within the Cabinet in order to promote measures for the development and utilization of space in a comprehensive and systematic manner.

The Basic Plan for Space Policy, which was formulated based on the Basic Space Law by the Strategic Headquarters for Space Policy was released on June 2 2009. The 6 key elements of the plan include the realization of a secure, pleasant and affluent society utilizing space, as well as the enhancement of national security utilizing space.

With the drastic changes in the environment through the enactment of the Basic Space Law, the Ministry of Defense has been deliberating on necessary measures for the potential development and use of space in the new security context, in coordination with discussions on the comprehensive and systematic development and use of space of the entire government.

Specifically, the Ministry of Defense established the Committee for Promotion of Outer Space Development and Use, chaired by the Senior Vice-Minister in August 2008 and conducted active discussions.

On January 15, 2009, the said Committee decided on the Basic Guidelines for Space Development and Use of Outer Space (the Basic Guidelines)⁹, and reported them to the Minister of Defense. The Basic Guidelines stipulate that the development and use of space is a particularly effective tool for strengthening functions of C4ISR¹⁰ in light of the emphasis of building-up of defense capabilities on realization of sophisticated situational awareness, information sharing and command and control systems by organically linking individual equipment and systems, and thus maximizing the capacity of the equipment as a whole.



The second meeting of the Strategic Headquarters for Space Policy

Based on the significance of the development and use of space in the defense area, with regard to measures for the promotion of the development and use of space, examinations are to be conducted in view of specific measures, including ones beyond the generalization theory¹¹, while keeping in mind the revision of the National Defense Program Guidelines (NDPG) and the formulation of the next Mid-Term Defense Program expected to take place at the end of this year, with the effective coordination of the whole government.

Furthermore, the Basic Guidelines present the direction of future discussions and measures with regard to satellites with various functions such as information collection, warning and surveillance, telecommunications, launching systems, human resources/organizations, and technological foundation. Along with this, it indicates points to be noted in promoting these measures: including promotion of cooperation with the commercial sector and exchange with other organizations.

In the future, the Ministry of Defense intends to vigorously conduct examinations on specific measures, in coordination with related ministries, including the Cabinet Secretary, based on the Basic Guidelines and the Basic Plan for Space Policy in order to promote new development and use of space in the security field.

Voice of SDF Personnel Temporarily Assigned to the Secretariat of the Strategic Headquarters for Space Policy

ASDF Lieutenant Colonel Yasuo Otani
Secretariat of Strategic Headquarters for Space Policy

Do you know about the organization called the Secretariat of Strategic Headquarters for Space Policy?

The Strategic Headquarters for Space Policy was set up on August 27, 2008, coinciding with the enforcement of the Basic Space Law, which was passed by the Diet in May of the same year, and its Secretariat was set up at the cabinet Secretariat. Related ministries sent 21 staff members to the secretariat, including those on part-time assignment. Two people were sent from the Ministry of Defense. I felt very grateful for this assignment, because I had hoped to engage in space-related work since I majored in space engineering at the National Defense Academy.



Lieutenant Colonel Otani (left) at the Secretariat of Strategic Headquarters for Space Policy

At the Secretariat, I am responsible for the creation of the Basic Plan for Space Policy (draft) and gathering opinions on it. The Basic Plan for Space Policy presents six basic pillars. (1) Realization of a secure, pleasant and affluent society utilizing space; (2) Enhancement of national security utilizing space; (3) Promotion of space diplomacy; (4) Creatin of vigorous future by promoting R&D of the forefront areas (5) Fostering strategic industries for the 21st Century, (6) Consideration for environment. The plan is scheduled to be developed and completed by the Strategic Headquarters for Space Policy by around May of this year (the plan will have been finalized by the time this white paper is published.)

I have gained very valuable experience by working at the Secretariat, which is the “control tower” of our space strategy, and being involved as a member of the SDF in the creation of space strategies in a wide range of fields, including security, diplomacy and industrial development, at this time when the importance of space development/utilization by the country has been increasing. For the development of the Basic plan for Space Policy, we set up the Special Committee on Space Policy, consisting of key figures in a wide range of fields, to obtain their opinions. Receiving opinions from a large number of the members to the effect that space utilization in the defense field should be actively pursued in the future, I felt my heavy responsibility as one of the members of the SDF, who are in charge of national defense.

I believe that the Ministry of Defense and the Self Defense Force will work actively for the development/utilization of outer space as the fourth space after land, sea and air.

We are in a time when an ASDF member is chosen as an astronaut candidate. As a person involved in the space policy, I will make my contribution to SDF activities, including those related to outer space, while making my utmost efforts for the steady progress of our space development/utilization measures.

[COLUMN]**VOICE****Voice of SDF Personnel Chosen as an Astronaut Candidate**

Then ASDF Lieutenant Colonel Kimiya Yui
(Currently an astronaut candidate of the Japan Aerospace Exploration Agency)

I was an F-15 pilot and a test pilot of the Air Self-Defense Force. On February 25 of this year, I was chosen as an astronaut candidate of the Japan Aerospace Exploration Agency (JAXA). I will briefly describe the background of my aspiration to become an astronaut.

Born in a village in Nagano Prefecture, where you can see wonderful stars at night, I wanted to become an astronaut from the time I was in an elementary school. However, I went to the National Defense Academy to reduce the financial burden on my parents. After entering the academy, I aspired to become a pilot, shifting my dream from outer space to the sky. After graduating from the academy, I trained to become a pilot in the United States. The basis of my English proficiency was formed by this training in the United States. During the period of training I came across a movie entitled "The Right Stuff." In the movie an ace fighter pilot of the US Force became a test pilot and then went on to become an astronaut. I knew there is no such career path in Japan but I applied for a test pilot course, thinking that Japan might also select astronauts from among test pilots in the future. Although the duties of test pilots include testing new equipment and were very challenging, they gave me a sense of fulfillment.

I heard that JAXA would accept astronaut candidates from the general public, while I was doing desk work at the Ministry of Defense. I was unable to make a quick decision, as I thought my aspiration to become an astronaut could cause trouble at my workplace. But I finally decided to apply for the examination, with the backing of my family, believing this was the last opportunity for me to realize my dream. Studying English, mathematics, physics, liberal arts, etc. for the examination was challenging but it was a really good experience as I could make friends with many other people following their dreams.

My life in the ASDF was not easy, both in terms of my duties and training, but I could mature a little more as a person every time I cleared a hurdle. I am really grateful to the ASDF for educating me. At the time you are reading this column I will be working for JAXA and undergoing rigorous training to become an astronaut. I will work hard to live up to public expectations, remembering the rigorous training and duties I experienced in the ASDF.

Readers who aspire to become an astronaut! Let's work hard because we can open the way by dedicating all our strength to fulfill our role at every moment with our dreams at the back of our minds.



Lieutenant Colonel Yui after his last flight training



Lieutenant Colonel Yui being sent off by his colleagues on his retirement

2. Efforts for Ocean Policy

1. Efforts based on the Basic Act on Ocean Policy

Under various circumstances regarding the ocean, including the sea areas surrounding Japan, the Basic Act on Ocean Policy¹² was put into force in July 2007 with the aim of the sound development of the economic society and the stability and improvement of the lives of the people in Japan as well as our contribution to the coexistence of the ocean and human beings, recognizing that it is critical for Japan, as a maritime nation, to establish a new Oceanic State which harmonizes peaceful and proactive development and use of the sea with the preservation of the marine environment. Then, the Headquarters for Ocean Policy was established within the Cabinet as a system to promote ocean policy intensively and comprehensively.

Based on this act, a cabinet decision was made in March 2008 to adopt the Basic Plan on Ocean Policy¹³, which stipulates the basic policy of various measures with regard to the oceans in order to promote such measures comprehensively and systematically. This plan includes extremely important measures in terms of the security of our country: for example, maintaining order at sea carried out from the viewpoint of securing maritime safety, efforts for maritime transport safety, countermeasures against marine-derived natural disasters, and securing maritime transport.

The Headquarters for Ocean Policy has been conducting examinations of legal systems with respect to responses to surveys conducted in the Exclusive Economic Zone of our country and countermeasures against piracy including the use of the SDF. The Ministry of Defense participates in the discussions on effective legal systems in coordination with related ministries. The said Headquarters has been discussing coordination between ministries on the integration of marine survey data and the preservation and management of remote islands. The Ministry of Defense participates in these discussions so that works in the related fields can be performed in closer coordination with other ministries.

In response to the fact that the Basic Plan on Ocean Policy stipulates: the fostering of human resources who will support a new Ocean State; the systematic development of ships and aircraft for the purpose of ensuring maritime safety; and the conducting of exercises based on the manuals on joint response to suspicious boats, the Ministry of Defense has been making efforts to strengthen cooperation with the Japan Coast Guard. The efforts include (i) to enhance human resources development by increasing the number of professors specializing in the Law of the Sea at the National Defense Academy (ii) to improve equipment for ensuring maritime transport safety, such as escort vessels, special mobile ships¹⁴ and rotary-wing patrol aircraft, and (iii) to strengthen cooperation with the Japan Coast Guard through events such as joint maritime exercises in dealing with suspicious ships.



A special mobile ship

2. Response to Acts of Piracy

Acts of piracy are a serious threat to public safety and the maintenance of order at sea. In particular, this is an issue that Japan cannot overlook, as a maritime nation that relies on maritime transport for a large amount of resources and food, which is the basis of the existence and prosperity of the nation. The U.N. Convention on the Law of the Sea requires all member states to cooperate to the best of their ability in deterring acts of piracy; Japan, too, needs to actively fulfill its international responsibility.

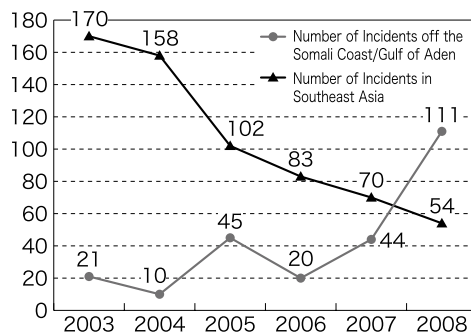
(1) Basic Principle

The Japan Coast Guard (JCG), as a police organization, is given the primary role in responding to acts of piracy. However, in case it is deemed impossible or extremely difficult for the JCG to deal with, the SDF will take on the mission.

(2) Recent Piracy Acts and Efforts by the International Community

While the number of piracy incidents is on the decline worldwide, those caused by pirates armed with machine guns, rocket launchers and others are frequent and the number of such incidents is rapidly increasing off the coast of Somalia and in the Gulf of Aden. Acts of piracy off the coast of Somalia and in the Gulf of Aden are a threat to the international community, including Japan, and, as such, represent an issue requiring urgent action. (See Fig. II-1-4-1)

Fig. II-1-4-1
Incidents of Piracy Off the Somali Coast/Gulf of Aden
(Comparison with Number of Incidents in Southeast Asia)



Note: 1. The data is based on a report by the International Maritime Bureau of the International Chamber of Commerce (ICC).
2. There have been 133 incidents of piracy off the Somali coast/Gulf of Aden in 2009, as of June 9.

Resolution 1816 adopted by the United Nations Security Council in June 2008 and successive resolutions¹⁵ ask member states to take action to prevent piracy acts off the coast of Somalia and in the Gulf of Aden and, particularly, to dispatch naval ships and military aircrafts.

The United States, the United Kingdom, France, Germany, Italy, Spain, Greece, Denmark, Russia, India, China, ROK, Malaysia, Singapore, Saudi Arabia, Turkey, Iran, Yemen, Kenya, etc., have already dispatched naval ships and others off the coast of Somalia and in the Gulf of Aden. The EU decided to launch an anti-piracy operation (Operation Atalanta) in December 2008, which includes naval escorts for WFP (World Food Program) ships as well as surveillance in this area. NATO also resumed its counter-piracy operations in March 2009.

(3) Efforts on Japan's Own Initiative

a. The New Anti-piracy Law

Acts of piracy have been posing a serious threat to public safety and the maintenance of order at sea. UNCLOS requires all states to cooperate to the best of their ability in suppressing acts of piracy, and Japan needs to make its own efforts for public safety and the maintenance of order at sea and actively fulfill its international responsibilities.

Under these circumstances, the Bill on the Penalization of Acts of Piracy and Measures against Acts of Piracy was submitted to the Diet and enacted on June 19, 2009. The law aims to appropriately and effectively handle acts of piracy through punishment, suppression and control, irrespective of the nationality of the ship attacked by pirates, in accordance with UNCLOS.

The law sets forth provisions so that the SDF can deal with acts of piracy more appropriately and effectively;

for example, it enables the SDF to protect foreign-registered ships that are not related to Japan from acts of piracy¹⁶ and allows the use of arms to prevent a pirate vessel from approaching a civilian ship. The outline of this law is as shown in Reference 8. (See Fig. II-1-4-2)

Fig. II-1-4-2 Comparison between Maritime Patrol Activities and Counter-Piracy Operations

Behavioral Patterns	Maritime Patrol Activities	Counter-Piracy Operations
Issuer of instructions and orders/Procedure for issuance of instructions and orders	In cases where it is particularly necessary to protect lives and properties and to maintain security on the sea	When specifically necessary to combat acts of piracy
Issuer of instructions and orders/Procedure for issuance of instructions and orders	The Minister of Defense shall issue an order upon approval of the Prime Minister	<ul style="list-style-type: none"> The Minister of Defense shall issue an order upon approval of the Prime Minister The Minister of Defense shall submit an outline of operations to the Prime Minister to gain his/her approval
Report at the Diet	No provisions	The Prime Minister shall report to the Diet, without delay, when he/she has approved counter-piracy operations or when a mission has been completed.
Ships and vessels to be protected	Japan-affiliated ships	All ships and vessels
Authority of self-defense forces	By applying the provision of Article 16 (a request for cooperation to ships in the vicinity), the first clause of Article 17 (on-the-spot inspection, and questioning the crew) and Article 18 (route change, stopping the ship) of the Japan Coast Guard Law (Article 93 of the Self-Defense Forces Law)	Application of Article 16 (a request for cooperation to ships in the vicinity) and Article 18 (route change, stopping the ship) (Article 8 of the Anti-piracy Law (draft))
Use of weapons	By applying Article 7 of the Act concerning Execution of Official Police Duties, the use of weapons can be allowed only when it is used for self-protection or the protection of others or for preventing interference with official duties, to such an extent as is considered reasonably necessary in accordance with the situation.	<ul style="list-style-type: none"> Same as on the left In addition, when countering acts of piracy, including such acts as approaching excessively close to a ship or trailing around a ship, if any party perpetrating such acts of piracy continues their acts despite the countermeasures of others, and there are reasonable grounds to believe that no other means are available to stop the passage of the ship in question, the use of weapons is permitted to such an extent that is considered reasonably necessary in accordance with the situation.

Note: By applying Article 95 of the Self Defense Forces Law (Use of weapons for guarding weapons etc), the use of weapons can be allowed in any operation.

b. Anti-piracy Measures through Maritime Security Operations off the Coast of Somalia and in the Gulf of Aden

Approximately 2,000 Japan-related ships travel off the coast of Somalia and in the Gulf of Aden each year, and this area is extremely important for Japan as it serves as a shipping route that connects Europe/Middle East with East Asia. Thus, protecting the lives and property of Japanese people in this area is an important duty of the Government.

In principle, Anti-piracy operations by the SDF should be performed under a new law. However, piracy incidents are rapidly increasing, and since it is necessary to urgently protect the lives and property of Japanese people, an order for maritime security operations was issued on March 13, 2009, upon the Prime Minister's approval based on a cabinet decision, to protect Japan-related ships from acts of piracy off the coast of Somalia and in the Gulf of Aden, in accordance with the provisions of Article 82 of the Self-Defense Forces Law



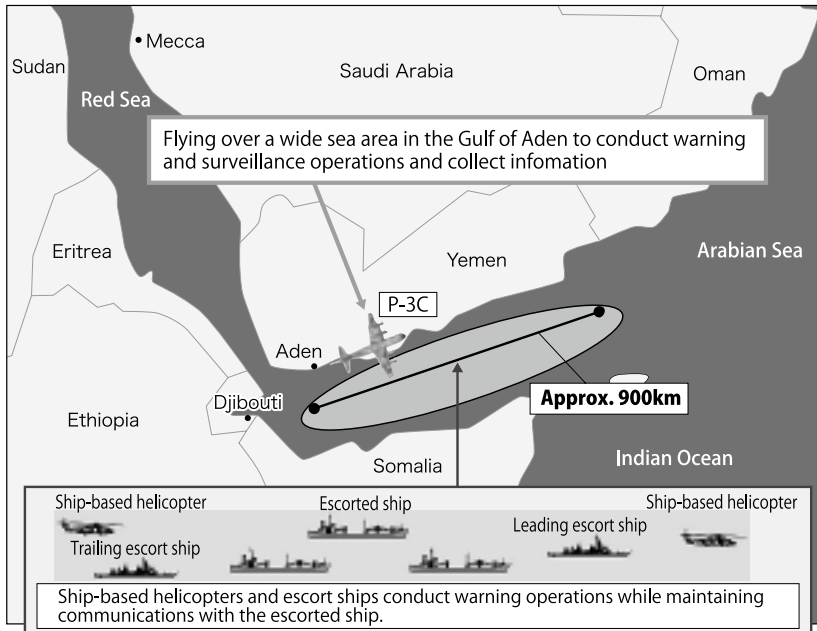
The Prime Minister, the Minister of Defense and other officials sending off SDF troops

as an emergency measure until a new law is enacted.

Following this order, two escort ships (Sazanami and Samidare) left Japan on March 14 and started maritime escort operations on March 30¹⁷.

In order to perform anti-piracy operations more effectively in such a large sea area, it is also important to carry out surveillance operations in a wide area by fixed-wing patrol aircraft (P-3C). Thus, on May 15, 2009, an order was issued for the dispatch of P-3C aircraft, which was followed by the departure of two P-3C aircraft on May 28. These aircraft have been conducting vigilance, surveillance and other operations in the Gulf of Aden since June 11. (See Fig.II-1-4-3)

Fig. II-1-4-3 SDF Anti-piracy Operations (Image)



(i) Activities by Escort Ships

Through maritime security operations, the anti-piracy mission off the coast of Somalia and in the Gulf of Aden is to protect ships and the basic concept is to deter acts of piracy and drive off pirates. The procedures for the escort are described below.

First, the Ministry of Defense (MOD) shall inform shipping companies of the escort plan (navigation schedule, meeting point, etc.) via the Ministry of Land, Infrastructure, Transport and Tourism (MLIT). MLIT shall prepare a list of ships which have expressed the wish to be escorted, and submit it to MOD. Then, MOD shall inform shipping companies of the escort procedures (navigation speed, course, etc.) via MLIT.

Based on such coordination, escort ships would meet up with ships to be escorted at a meeting point and sail across the Gulf of Aden while communicating with each other. At the same time, a patrol helicopter mounted on the escort ships would fly over to keep an eye on the area.

As of June 11, the two escort ships had carried out 26 escort missions for 83 Japan-related ships.

Moreover, as of June 11, in response to a report from a ship other than the escort target, the escort ships took action from a humanitarian viewpoint without enforcing power six times, such as issuing a caution by the LRAD and checking the situation by helicopters.

(ii) Activities with the P-3C aircraft

The P-3C aircraft flying over a wide sea area in the Gulf of Aden in order to protect designated vessels, are

basically used for surveillance activities and information collection, based on the navigation information of the vessels concerned and anti-piracy information.

Specifically, the P-3C aircraft, which use the Djibouti International Airport as their base, conduct surveillance activities and collect information in the Gulf of Aden, focusing on the sea area where escort ships are conducting an escort mission, and provide anti-piracy-related information to the escort ships and the vessels concerned.

Since it is effective to utilize the knowledge and experience of the GSDF for the protection of the P-3C aircraft parking apron, the flight squadron deployed to Djibouti is formed as the first joint task force to



Parliamentary Secretary for Defense Takeda carrying out an inspection of MSDF vessels deployed at Djibouti

- 3) Foreign-registered ships operated by Japanese shipping companies or foreign-registered ships with Japanese cargo on board, which are important for the stable economic activities of Japanese people.

(iv) Use of Weapons

In case the use of weapons is deemed necessary in responding to acts of piracy during maritime security operations, weapons shall be used in accordance with Article 7 of the Police Officer Duties Execution Law applied mutatis mutandis to the provisions of Article 93 of the Self-Defense Forces Law. For example, in cases where an escorted ship is about to be attacked by a pirate ship, SDF members can fire warning shots on an as-needed basis to suppress the act of piracy. Also, in cases where an escorted ship or the defense force unit is faced with an imminent and illegal act of aggression and if the use of weapons is deemed necessary, the SDF members can fire shots as an act of self-defense. The criteria of judgment for the use of weapons have been formulated in cooperation with related ministries and presented to the units to avoid any confusion, in order to ensure a through response to the piracy.



Sazanami escorting a Japanese ship

be dispatched overseas¹⁸. In addition, when necessity arises, the ASDF organizes an airlift group consisting of C-130H or U-4 to support these activities by transporting equipment and materials, and the first transport operation was performed on May 21.

(iii) Ships to be Protected

The lives and property at sea to be protected by maritime security operations are, in principle, the lives and property of Japanese people. Specifically, ships falling under the following categories shall be protected:

- 1) Japanese-registered ships;
- 2) Foreign-registered ships with Japanese crew members on board; and



MSDF P-3C and U.S., German and Spanish patrol aircraft units responsible for counter-piracy operations off the coast of Somalia and in the Gulf of Aden (at Djibouti International Airport)

[COLUMN]

VOICE

Voice of SDF Personnel Engaged in Anti-piracy Maritime Patrol Operations off the Coast of Somalia and in the Gulf of Aden

Petty Officer Second Class Makoto Hirota
The 22nd Flight Squadron, MSDF

I am engaged in the maritime security operations to respond to pirates off the coast of Somalia and in the Gulf of Aden. I am an air navigator of a SH-60K patrol helicopter, carried by the destroyer *Sazanami*. During the first escort operation on March 30 of this year, I participated in a flight to escort commercial vessels.

I remember how I was moved when I looked over the five commercial vessels escorted in front and from behind by the destroyers *Samidare* and *Sazanami* in the Gulf of Aden, an important place for maritime traffic about 6,500 nautical miles (about 12,000km) from Japan.

One of the major roles of patrol helicopters in this operation is to report to the commander the situation around the site swiftly and accurately, making full use of their mobility. My main duty as an air navigator is to search for small targets that could be pirates, and report the information to the commander. I work as much as possible with my hands, eyes and ears, with the help of devices such as binoculars, a radar, an infrared night vision device and a digital camera. We sometimes address small vessels that come close to the fleet by using a Long Range Acoustic Device (LRAD).

Thanks to hard training with such equipment, I have no fear in executing my duties. Instead, I feel great pride and satisfaction in engaging in this duty to provide direct escort to the vessels important for Japan, which move between Japan and Europe, the Middle East and the African region.

During flights I sometimes receive messages such as “small targets that looks like pirates are approaching” on International VHF, so I always engage in my duty with due care and attention so that I can respond to any situation. The temperature here is over 35°C some days, leaving me drenched with sweat after a flight.

Flight operations are always demanding both physically and mentally, but I feel my fatigue vanish when I see an “Arigatou!” message from a commercial vessel sailing away after the escort operation.

The long-term operation in this sea area far from Japan and my family naturally makes me feel lonely, but I will complete the assigned task while relieving my loneliness by looking up at the beautiful stars in the sky above the Gulf of Aden. Furthermore, I will use the valuable experience gained in these operations for my future duties as a helicopter navigator.



Petty Officer Second Class Hirota in front of an SH-60K patrol helicopter



Inside a helicopter

Notes:

- 1) Signifies the relationship between Japan and the United States in which they, as nations that share fundamental values and interests, work together on political, economic, and security issues, based on the Japan-U.S. Security Arrangements.
- 2) The function of this Council was taken over by the Security Council of Japan in 1986.
- 3) Article 2 of the Atomic Energy Basic Law states that “The research, development and utilization of atomic energy shall be limited to peaceful purposes, aimed at ensuring safety and performed independently under democratic management.”
- 4) Article 2 of the NPT states that “Each non-nuclear weapon State Party to the Treaty undertakes...not to manufacture or otherwise acquire nuclear weapons or other nuclear explosive devices....”
- 5) The Cabinet’s control over military matters was limited.
- 6) Members of the Security Council are the Prime Minister (chairman); Minister designated pursuant to Article 9 of the Cabinet Law (Minister of State pre-designated to perform duties of the Prime Minister temporarily when the Prime Minister is absent, involved in an accident, or in a similar situation); Minister of Internal Affairs and Communications; Minister for Foreign Affairs; Minister of Finance; Minister of Economy, Trade and Industry; Minister of Land, Infrastructure and Transport; Minister of Defense; the Chief Cabinet Secretary; and Chairman of the National Public Safety Commission. See Fig. III-1-1-2.
- 7) In addition, to help the Minister of Defense successfully handle administrative work related to national defense and to reliably manage the SDF, a system to assist the Minister has been established. See Part III, Chapter 4, Section 1 for the organization of the SDF, including assistance to the Minister.
- 8) See <http://www.kantei.go.jp/jp/singi/utyuu/about2.html>
- 9) See <http://www.mod.go.jp/j/info/uchukaihatsu/index.html>
- 10) Abbreviation “Command, Control, Communication, Computer, Intelligence, Surveillance and Reconnaissance” which is the collective term of each function.
- 11) The notion that allows the SDF to use satellites whose use has been generalized and those with similar functions.
- 12) See <http://www.kantei.go.jp/jp/singi/kaiyou/about2.html>
- 13) See <http://www.kantei.go.jp/jp/singi/kaiyou/kihonkeikaku>
- 14) Refers to Rigid Hull Inflatable Boat (RHIB), which is a dual-system, high-speed vessel that performs higher speed operations and has higher operational capacity and is to be loaded on escort vessels instead of conventional launches.
- 15) In addition, there are resolutions 1838, 1846 and 1851.
- 16) The draft Anti-Piracy Measures Law defines the following acts committed for private ends on the high seas (including the exclusive economic zone provided for by the UNCLOS) or territorial sea as well as internal waters of Japan by the crew or the passengers of a ship (except for warships and other government ships) as “acts of piracy”: (1) seizing another ship in navigation or taking control of the operation of another ship by rendering persons incapable of resistance by assault, intimidation or any other means; (2) robbing property on board another ship in navigation or obtaining or causing others to obtain an unlawful profit of property by rendering persons incapable of resistance by assault, intimidation or any other means; (3) kidnapping a person on board another ship in navigation for the purpose of taking the person hostage to demand that a third person deliver any property or take any other unobligated action or to waive the third person’s right; (4) demanding that a third person deliver property or take any other unobligated action or waiving that person’s right by taking a person on board a robbed ship or a ship whose control is taken or kidnapped on board another ship in navigation hostage; (5) breaking into or damaging another ship in navigation for the purpose of committing acts of piracy as referred to in subparagraphs (1), (2), (3) and (4) above; (6)

operating a ship and approaching in close proximity to, beleaguering or obstructing the passage of another ship for the purpose of committing acts of piracy as referred to in subparagraphs (1), (2), (3) and (4) above; (7) preparing weapons and operating a ship for the purpose of committing acts of piracy as referred to in subparagraphs (1), (2), (3) and (4) above.

- 17) Eight Japan Coast Guard officers are on board the two escort ships to carry out judicial police activities, such as the arrest and interrogation of pirates on an as-needed basis.
- 18) In addition to MSDF personnel, GSDF personnel are also engaged in managing the forces.