27 January 2025 Free and Open Indo-Pacific: under Japan's Ocean Policy and the Iran-Japan Relationship

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*"Strategy" was replaced by "view." Generally, it is called as "Free and Open Indo-Pacific."

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Structure of the Lectures

Introduction

- 1. The Main Pillars of FOIP (New Plan of 2023)
- 2. FOIP under the Japan's Ocean Policy
- 3. FOIP under the Iran-Japan Relationship
- **Concluding Remarks**

Introduction

1. Japan's New Plan for a "Free and Open Indo-Pacific (FOIP)" March 2023

* 'Strategy' in "Free and Open Indo-Pacific Strategy" was replaced by 'View,' as 'strategy' could be provocative. Generally, it is called FOIP, not FOIPV

The international community is at a history's turning point.

- Rise of emerging countries and developing countries
- A compound crisis with entanglement of different issues \Box

FOIP is a vision that is gaining in relevance in order to seek cooperation in the international community.

Core principles of FOIP are defending "freedom" and "the rule of law," and respect for "diversity," "inclusiveness" and "openness."

Introduction

2. FOIP under the Iran-Japan Relationship ① Iran: A Major Oil Producer

② Iran: A Bordering State of the Persian Gulf and the Straits of Hormuz, important international sea routes that are critically important for energy shipping (oil and gas) to Japan and to the word

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Japan's Energy Security

Energy Transit (Sea Lanes) Security

Introduction

1. The Main Pillars of FOIP (New Plan of 2023) From a Perspective of Maritime Safety and Security

2. FOIP under the Japan's Ocean Policy

The 3rd Basic Plan on Ocean policy (2018) The 4th Basic Plan on Ocean Policy

3. FOIP under the Iran-Japan Relationship

(1) Iran as among the Major Suppliers of Energy (Oil Producers) to Japan
(2) Maintenance of Security of the Sea Lanes for the Energy Supply to Japan

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 The Rule of Law for the International Maritime Order: Three Principles Declared by Late Prime Minister Shinzo Abe
 The Protection of Uses of Sea

1. The Main Pillars of FOIP (New Plan of 2023)

[New Pillars of Cooperation for FOIP]

1. First Pillar: Principles for Peace and Rules for Prosperity The backbone of FOIP. Defend "peace", and create an international environment where freedom, transparency, and the rule of law are upheld and **the weak are not beaten by force**.

2. Second Pillar: Addressing Challenges in an Indo-Pacific Way The new focus of cooperation for FOIP. Expand cooperation for FOIP with the dramatic increase in the importance of "global commons", such as climate and the environment, global health and cyberspace, and thereby enhance the resilience and sustainability of societies.

1. The Main Pillars of FOIP (New Plan of 2023)

3. Third Pillar: Multi-layered Connectivity

Core element of the cooperation for FOIP. In order to achieve vigorous growth of the entire region, countries need to stay connected in various aspects. Japan will increase each country's options and help them overcome their vulnerabilities through initiatives to further enhance connectivity.

4. Fourth Pillar: Extending Efforts for Security and Safe Use of the "Sea" to the "Air"

Ensure the security and safety of the entire "public domain," having **"marine routes"** at the center as the **"focus of FOIP**" and incorporating ensuring the safe and stable use of air domain.

• "Three principles of the rule of law at sea"

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1. The Main Pillars of FOIP (New Plan of 2023)

"Three Principles of the Rule of Law at Sea" c. f. The Rule of Law in Domestic Laws The Rule of Law for the International Maritime Order

【The Keynote Address by Prime Minister Shinzo Abe in Singapore, May 30, 2014, at the 13th Shangri-La Dialogue】 The first principle: states shall make and clarify their claims based on international law.

The second principle: states shall not use force or coercion in pursuing their claims.

The third principle: states shall seek to settle disputes by peaceful means.

1. The Main Pillars of FOIP (New Plan of 2023): The Main Pillars of FOIPS of 2016

- [The Three Main Pillars of FOIPS of 2016]
- **First**, promotion and establishment of the rule of law, freedom of navigation, free trade, and etc.
- Second, pursuit of economic prosperity by improving connectivity and strengthening economic partnership including Economic Partnership Agreements and/or Free Trade Agreements and investment treaties.
- **Third**, commitment for peace and stability by capacity building on maritime law enforcement, humanitarian assistance and disaster relief cooperation.

(1) FOIP(S) and the Basic Plans on Ocean Policy Enacted "Side-by-Side"

(1) FOIPS of 2016, and the 3^{rd} Basic Plan on Ocean Policy of 2018 (2) (New Plan for) FOIP of 2023, and the 4^{th} Basic Plan on Ocean Policy of 2023

(2) Common Principles in FOIP(S) and the Basic Plans on Ocean Policy

While they are enriched and expanded the main pillars of the New Plan for FOIP of 2023 are the same in substance as the main pillars of FOIPS of 2016 \Box

Focusing upon

Third Pillar:Multi-layered Connectivity

Fourth Pillar: Extending Efforts for Security and Safe Use of the "Sea"

(3) A Wide Understanding of "Maritime Security" as "Comprehensive Maritime Security"

① The 3rd Basic Plan on Ocean Policy introduced a wide understanding of maritime security as "comprehensive maritime security," which the 4th Basic Plan on ocean policy endorsed.

② A wide understanding of maritime security relates to the recent usage of "security" in various fields, such as, economic security, energy security, and food security.

③ FOPI are to be realized by the ocean policies for the maritime security, as widely understood.

(3) A Wide Understanding of "Maritime Security" as "Comprehensive Maritime Security" (continued)

④ A wide understanding of maritime security has been established in scholarly writings in the fields of international law and international politics as encompassing various issues.

e.g. "Maritime security does not confine itself to traditional concept of maritime security in relation to military threats. Maritime security is understood by the measures combatting military threat, terrorism, weapons proliferation, transnational crime, piracy, environmental/resource destruction, and illegal seaborne migration."

(Douglas Guilfoyle, "Maritime Law Enforcement Operations and Intelligence in an Age of Maritime Security," 93 International Law Studies, Published by U. S. Naval College, 2017, p. 299.)

(4) A Skectch of the Wide Range of Ocean Policies for Comprehensive Maritime Security under the 3rd Basic Plan on Ocean Policy

[Policies for Maritime Security]

① Policies for Maintaining the Peace and Order of the Oceans by Law Enforcement

2 Policies for Realization of the Safety of Marine Traffic

③ Policies for Coping with Ocean Oriented Natural Disasters

(4) A Skectch of the Wide Range of Ocean Policies for Comprehensive Maritime Security under the 3rd Basic Plan on Ocean Policy (continued)

[Policies Forming the Foundations for Contributing to Reinforcement of Maritime Security]

First: Policies Forming Bases of Maritime Security

①Establishment of Maritime Domain Awareness (MDA) System

O Preservation and Management of Remote Islands That Form National Borders

③Development of Marine Scientific Research and Marine Observation

(4) Enhancement of Scientific Technology and Research Development

⁽⁵⁾Development of Human Resources and Improvement of Understanding by Nationals of Ocean Matters

Second: Policies that Support Maritime Security in a Complementary Manner ① Policies for Economic Security

2 Policies for Protection and Preservation of the Marine Environment.

(5) The 4th Basic Plan on Ocean Policy

Maintains the substance of the $3^{\rm rd}$ Basic Plan on Ocean policy

•Adding one more pillar to that of the comprehensive maritime security, a pillar of "sustainable use and development of the ocean"

 \cdot Re-categorizing the ocean policies

The relationship between FOIP(s) and the ocean policies of Japan is the same for both the 3^{rd} and 4^{th} Basic Plan on Ocean Policy

(6) Deep Integration of FOIP(s) into the 3rd Basic Plan on Ocean Policy

(1) One principal philosophy of the 3^{rd} Basic Plan on Ocean Policy relates to FOIP(S)

"Liberty, democracy, protection of human rights and the rule of law form the basis for the peace, security and prosperity of the world."

② FOIP(S) is mentioned as a tool to maintain and strengthen the ocean order based upon the rule of law and the principle of the freedom of the sea.

③ FOIP(s) in cooperation with foreign countries is one of the basic policies for "comprehensive maritime security."

With the broad range of ocean policies that contribute to the comprehensive maritime security, the ocean polices of Japan have a close relationship to FOIP(S)

"promotion and establishment of the rule of law," "the freedom of the sea; pursuit of economic prosperity; commitment for peace and stability by capacity building on maritime law enforcement," and "humanitarian assistance and disaster relief cooperation."

The policies for the comprehensive maritime security under the 3rd Basic Plan on Ocean Policy, and the policies for realization of FOIP(S), are inseparably intertwined to each other.

It is true also for the 4th Basic Plan on Ocean Policy.

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(1) Iran-Japan Relationship

Iran

① Iran: A Major Oil Producer

Japan imports about 90 percent of its oil from the Persian Gulf and was the largest oil importers of Iranian oil

② Iran: A Bordering State of the Persian Gulf and the Straits of Hormuz, important international sea routes that are critically important for energy shipping (oil and gas) to Japan and to the word

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Japan's Energy Security

Energy Transit (Sea Lanes) Security

(2) Japan's Energy Security

① The 7th Strategic Energy Plan

The Agency for Natural Resources and Energy of the Ministry of Economy, Trade and Industry, is drafting the 7th Strategic Energy Plan.

A Cabinet Decision on it is expected to be issued shortly.

Strong require for the energy security based upon serious considerations on the Russian invasion against Ukraine and the tense situations in the Middle East region

(2) Japan's Energy Security (continued)

- ⁽²⁾ Energy Security
- Stable power supply and optimal energy mix required to combat possible energy crisis
- e. g. Renewable energy, nuclear energy, and other energies, such as coal, gas, firepower.

(3) Stable Energy Supply with Stable Energy Shipping

(3) Stable Energy Supply with Stable Energy Transit \mathbb{Q}

<u>(1) The 4th Basic Plan on Ocean Policy</u>

[7 Main measures to be steadily promoted]

- (1) Promotion of industrial use of the ocean
- Securing maritime transport

(5) International collaboration and cooperationA. Assuming a leading role in the promotion of the rule of law at sea and the formulation of international rulesB. Strengthening international collaboration particularly with

the countries in the Indo-Pacific region for comprehensive maritime security

e. g. Expansion of maritime safety and security policy program (MSP)

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(3) Stable Energy Supply with Stable Energy Transit (continued)
<a>2 FOIP

4. Fourth Pillar: Extending Efforts for Security and Safe Use of the "Sea"...

Ensure the security and safety of the entire "public domain," having **"marine routes**" at the center as the "**focus of FOIP**" and incorporating ensuring the safe and stable use of air domain.

• "Three principles of the rule of law at sea" The rule of law for the international maritime order

【The Keynote Address by Prime Minister Shinzo Abe in Singapore, May 30, 2014, at the 13th Shangri-La Dialogue】

The first principle: states shall make and clarify their claims based on international law.

The second principle: states shall not use force or coercion in pursuing their claims.

The third principle: states shall seek to settle disputes by peaceful means.

(4) "Three principles of the rule of law at sea"+ One

 The Right to Protect Uses of Sea under the International Law of the Sea, Mainly the United Nations Convention on the Law of the Sea (UNCLOS)

In Order for Combating the Obstruction against Lawful Uses of Sea, sometime even with Violent Acts

(4) "Three principles of the rule of law at sea"+ One (continued)

② Obstructions against Lawful Uses of Sea

e. g. Violent Attacks against Commercial Vessels in the Red Sea and Neigbouring Sea Areas

The Freedom and the Right of Navigation in the Exclusive Economic Zones and at High Sea under UNCLOS

e. g. Frequent Cut of Submarine Cables and Pipelines

The Freedom and the Right to Lay Submarine Cables and Pipelines under UNCLOS

(4) "Three principles of the rule of law at sea"+ One

② Obstructions against Lawful Uses of Sea (continued)e. g. Obstruction against Research Whaling by Japan in the Antarctic

• Before the Judgment of the International Court of Justice in 2014 That Japan's Whaling Was not Research Whaling under the International Convention on the Regulation on Whaling

•Any State, Any NGO, Such As Sea Shepherd Does not have Competence to Unilaterally Decide the (II)legality of Other State's Conduct, and Prevent it Violently, Either.

(4) "Three principles of the rule of law at sea"+ One

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③ What responding measures are allowed under UNCLOS to combat with the violent attacks against commercial vessels in the red Seas and the Nighbouring sea areas?

A Critical Issue to Maintain the Stable and Safe Energy Transit

Safety and Security of Sea Lanes for International Shipping

④ At High Seas and in the Exclusive Economic Zones

•The Flag State Principle

•Jurisdictions to Take Measures Conferred on the Designated States under UNCLOS (e.g. marine environment, fishing)

• Exceptions for the Flag State Principle

e.g. Piracy, Article 105

On the high seas, or in any other place outside the jurisdiction of any State, every State may seize a pirate ship or aircraft, or a ship or aircraft taken by piracy and under the control of pirates, and arrest the persons and seize the property on board. The courts of the State which carried out the seizure may decide upon the penalties to be imposed, and may also determine the action to be taken with regard to the ships, aircraft or property, subject to the rights of third parties acting in good faith.

④ At High Seas and in the Exclusive Economic Zones

•Exceptions for the Flag State Principle (continued)

e. g. Boarding Inspection in Relation to the Designated Acts, Article 110

1. Except where acts of interference derive from powers conferred by treaty, a warship which encounters on the high seas a foreign ship, other than a ship entitled to complete immunity in accordance with articles 95 and 96, is not justified in boarding it unless there is reasonable ground for suspecting that:

(a) the ship is engaged in piracy; (b) the ship is engaged in the slave trade; (c) the ship is engaged in unauthorized broadcasting and the flag State of the warship has jurisdiction under article 109; (d) the ship is without nationality; or (e) though flying a foreign flag or refusing to show its flag, the ship is, in reality, of the same nationality as the warship.

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When such provisions are not provided under UNCLOS, the victim States should be allowed to take responding measures against any obstructions to lawful uses of oceans.

(The Right to Protect Uses of Sea" Resolution 2722 (10 Jan. 2024) of UN Security Council Tabled by US and Japan

3. *Affirms* the exercise of navigational rights and freedoms by merchant and commercial vessels, in accordance with international law, must be respected, and *takes note* of the right of Member States, in accordance with international law, to defend their vessels from attacks, including those that undermine navigational rights and freedoms (emphasis by red letters added)

Concluding Remarks

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To Promote the Iran-Japan Cooperative Relationship Based upon FOIP That is Closely Interconnected to Japan's Ocean Policy and Energy Security



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Thank You So Much for Your Very Kind Attention!