

# 琉球大学学術リポジトリ

## 沖縄関係 沖縄の航空権益第五卷

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ト、キング・グループに対する条約課コメント

糸条コト

4頁の1(2)(四)に開し。

「米國政府は、返還後も在沖米企業(航空企業を  
含む。)に対し equitable treatment が必要とする  
ことを条件に沖縄を返還する」という立場をと  
る以上」という点については、次のよう表現  
の方が適切と思われる。

すなわち、「米國政府は、返還後も在沖米企業(航  
空企業を含む。)に対し equitable treatment が必要  
とするを要し、ゆがたはとも、かかる  
問題を sympathetically に consider する」とい  
う立場をとる以上」

別添の日本側トキグ: 1. 案に開し。

米側トキグは、"A basic proposition in Okinawa  
reversion discussions that has been accepted  
in principle by both sides is that  
Okinawa reversion should not result in  
a balance of payments loss to the U.S.  
nor in harm to U.S. business interests

operating in Okinawa" とし、いふことは、これは  
米側の主張ではあつても 日本側も合意した基  
本的な前提ではある。(これは balance of payments  
にかつ然り。business interests 問題の equitable  
settlement にかつてもゆがたは <sup>(における)</sup> 権限の除の筆勢  
を示すものにはあつない。)

よて、ゆがたトキグ: 1. 案に開し、前記の  
proposition については、日本政府は、「沖縄返  
還は米國の国際收支上の損失をもたらさず  
かつ又沖縄において業務を行なつてゐる米  
國企業の利益を害するべきではない」といふことが  
双方の承諾した basic proposition である  
は理解してゐない、<sup>(しかし)</sup> という趣旨とあつて  
あろう。

CONFIDENTIAL

沖/空素案  
( D R A F T )

CONFIDENTIAL

Tokyo, September , 1970

Talking Paper

1. Under the Civil Air Transport Agreement between Japan and the United States of America (hereinafter referred to as "the Agreement"), Okinawa is considered as a U. S. point. As the Talking Paper of the U. S. Embassy of July 24, 1970 rightly states, Okinawa, upon reversion to Japan of the administrative rights over Okinawa granted to the U. S. by Article 3 of the Peace Treaty with Japan of 1951, will be no longer considered as a U. S. point, and the Agreement should be amended accordingly.

In this connection, the Government of Japan does not fully agree to the United States view that the proposition that "Okinawa reversion should not result in a balance of payments loss to the U. S. nor in harm to U. S. business interests operating in Okinawa" has been accepted by both Japan and the United States as applicable to the U. S. civil air transport interest in Okinawa. However, the Government of Japan is prepared to have consultations with the Government of the United States aiming at working out some mutually satisfactory

- 2 -

satisfactory formula for the treatment of the United States business interests in Okinawa.

2. With respect to the United States request that four U. S. carriers presently serving Okinawa (two designated and two non-designated airlines) "should continue to have air transport rights in Okinawa even after the reversion so that those four carriers may continue their established operations there" and the request that "preservation of these air rights would be confirmed in an amendment to the Schedule of the Agreement", the Government of Japan considers that such a modification will have a significant effect upon the present status of the air transport rights of both our carriers. Thus, it proposes that consultations between Japan and the United States be held in accordance with Article 16 (A) of the Agreement. More specifically, it is considered appropriate to discuss these matters on the occasion of consultations which are to be held prior to the end of 1970 to review the Agreement and the Schedule, as set forth in Paragraph 14 (2) of the Memorandum of Consultation of October 2, 1969.

The Government of Japan, on the condition that a mutually satisfactory agreement be reached through such consultations between our two Governments with respect to the

the balanced air transport rights of both our carriers, will be prepared to give due consideration to the United States request for continuation of the air transport rights in Okinawa by aforementioned four U. S. carriers.

3. With respect to the United States request for the grant to U. S. carriers of the cabotage rights between Tokyo/Osaka and Naha for temporary period of ten years after Okinawa reversion, the Government of Japan should like to call the attention of the Government of the United States to the fact that, under Article 7 of the Convention on International Civil Aviation (ICAO), each contracting State is granted, and almost all the contracting States are actually exercising, "the right to refuse permission to the aircraft of other contracting States to take on its territory passengers, mail and cargo carried for remuneration or hire and destined for another point within its territory". The Government of Japan, too, has consistently been following the policy to refuse the cabotage. Such permission by Japan for cabotage as requested by the United States will not be granted under any circumstances.

4. With respect to the point raised by the United States concerning the alleviation of balance of benefits consequences of reversion, this will require no special consideration

if

if a mutually satisfactory agreement as set forth in 2. above can be reached through our consultations to be held prior to the end of 1970. It should be mentioned here, however, that the method for calculations of air route values employed by the United States is neither internationally accepted nor bilaterally agreed upon between Japan and the United States.

The Government of Japan considers that problems concerning the balance of benefit between our two carriers should be discussed, and solution thereto should be sought, on the basis of a mutually agreeable method for calculation of route values.

参考系 → 赤原 進也  
決裁 (45.9.28.)

7

CONFIDENTIAL

~~XXXXXXXXXX~~

Tokyo, September 29, 1970

Talking Paper

1. Under the Civil Air Transport Agreement between Japan and the United States of America (hereinafter referred to as "the Agreement"), Okinawa is considered as a U. S. point. ~~XXXXXXXXXX~~

~~XXXXXXXXXX~~ Upon reversion to Japan of the administrative rights over Okinawa granted to the U. S. by Article 3 of the Peace Treaty, ~~XXXXXXXXXX~~ however, Okinawa should <sup>be</sup> no longer considered as a U. S. point, and the Agreement should be amended accordingly.

In this connection, the Government of Japan does not take the view that the proposition advanced by the United States ~~XXXXXXXXXX~~ that "Okinawa reversion should not result in a balance of payments loss to the U. S. nor in harm to U. S. business interests operating in Okinawa" ~~XXXXXXXXXX~~ should necessarily be ~~XXXXXXXXXX~~ <sup>the treatment of the United States</sup> applicable to ~~XXXXXXXXXX~~ civil air transport interests in Okinawa. However, the Government of Japan is prepared to <sup>hold</sup> ~~have~~ consultations with the Government of the United States aiming at working out some mutually satisfactory

8

- 2 -

satisfactory formula for the treatment of <sup>such</sup> ~~the~~ United States air transport ~~XXXXXXXXXX~~ interests in Okinawa.

2. With respect to the United States request that four U. S. carriers presently serving Okinawa (two designated and two non-designated airlines) "should continue to have air transport rights in Okinawa" even after the reversion "so that these four carriers may continue their established operations there" <sup>as well as</sup> ~~and~~ the request that "preservation of these air rights would be confirmed in an amendment to the Schedule of the Agreement", the Government of Japan considers, as the Government of the United States recognizes, <sup>that such a modification will have a significant effect upon</sup> ~~that such a modification will have a significant effect upon~~ the present <sup>treatment (as a matter of fact)</sup> ~~balance~~ of the air transport rights ~~XXXXXXXXXX~~ between Japanese and U.S. carriers. ~~XXXXXXXXXX~~ <sup>Therefore, the Government of Japan</sup> ~~Therefore, the Government of Japan~~ proposes that consultations between Japan and the United States be held in accordance with Article 16. (A) of the Agreement. <sup>In this connection,</sup> ~~More specifically,~~ it is considered appropriate to discuss these matters on the occasion of consultations which are to be held prior to the <sup>in order,</sup> ~~in order,~~ end of 1970 to review the Agreement and the Schedule, as set forth in Paragraph 14 (2) of the Memorandum of Consultation of October 2, 1969.

The Government of Japan <sup>is prepared to give due consideration</sup> ~~is prepared to give due consideration~~ to the question of air transport operations in Okinawa by U.S. ~~XXXXXXXXXX~~ carriers presently serving Okinawa. However, it is necessary, as stated earlier in the preceding paragraph, that a mutually satisfactory agreement be reached between our two Governments with respect to the balanced air transport rights of both Japanese

and U.S. carriers. Thus, it is difficult to accept the idea of ~~seeking~~ seeking a separate solution for the question of continuation by U.S. carriers of air transport service to and from Okinawa, apart from the question of the balance of air transport rights between Japanese and U.S. carriers.

3. With respect to the United States request for the grant to U. S. carriers of the cabotage rights between Tokyo/Osaka and Naha for <sup>a</sup>temporary period of ten years after Okinawa reversion, the Government of Japan should like to call the attention of the Government of the United States to the fact that, under Article 7 of the Convention on International Civil Aviation (ICAO), each contracting State is granted, and almost all the contracting States are actually exercising, "the right to refuse permission to the aircraft of other contracting States to take on its territory passengers, mail and cargo carried for remuneration or hire and destined for another point within its territory". The Government of Japan, ~~has~~ has consistently been following the policy to refuse the cabotage, <sup>and</sup> such permission ~~by the Government of Japan~~ can for cabotage as requested by the United States ~~will~~ not be granted. ~~under any circumstances.~~

4. With respect to the point raised by the United States concerning the alleviation of <sup>the</sup> balance of benefits consequences of reversion, this ~~will require special consideration~~ is a matter which should be taken up on the ~~of reversion, this will require special consideration~~

if

*occasion of consultations* ~~as set forth in 2. above.~~

~~It should be mentioned here,~~ <sup>as evidenced in the Memorandum of Consultation of October 2, 1969,</sup> however, that the method for calculations of air route values employed by the United States is neither internationally accepted nor bilaterally agreed upon between Japan and the United States.

The Government of Japan considers that problems concerning the balance of benefits <sup>Japanese and U.S.</sup> between ~~our two~~ carriers should be discussed, and solution thereto should be sought, on the basis of a mutually agreeable method for calculation of route values.