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UNITED STATES POLITICAL ADVISER
FOR JAPAN

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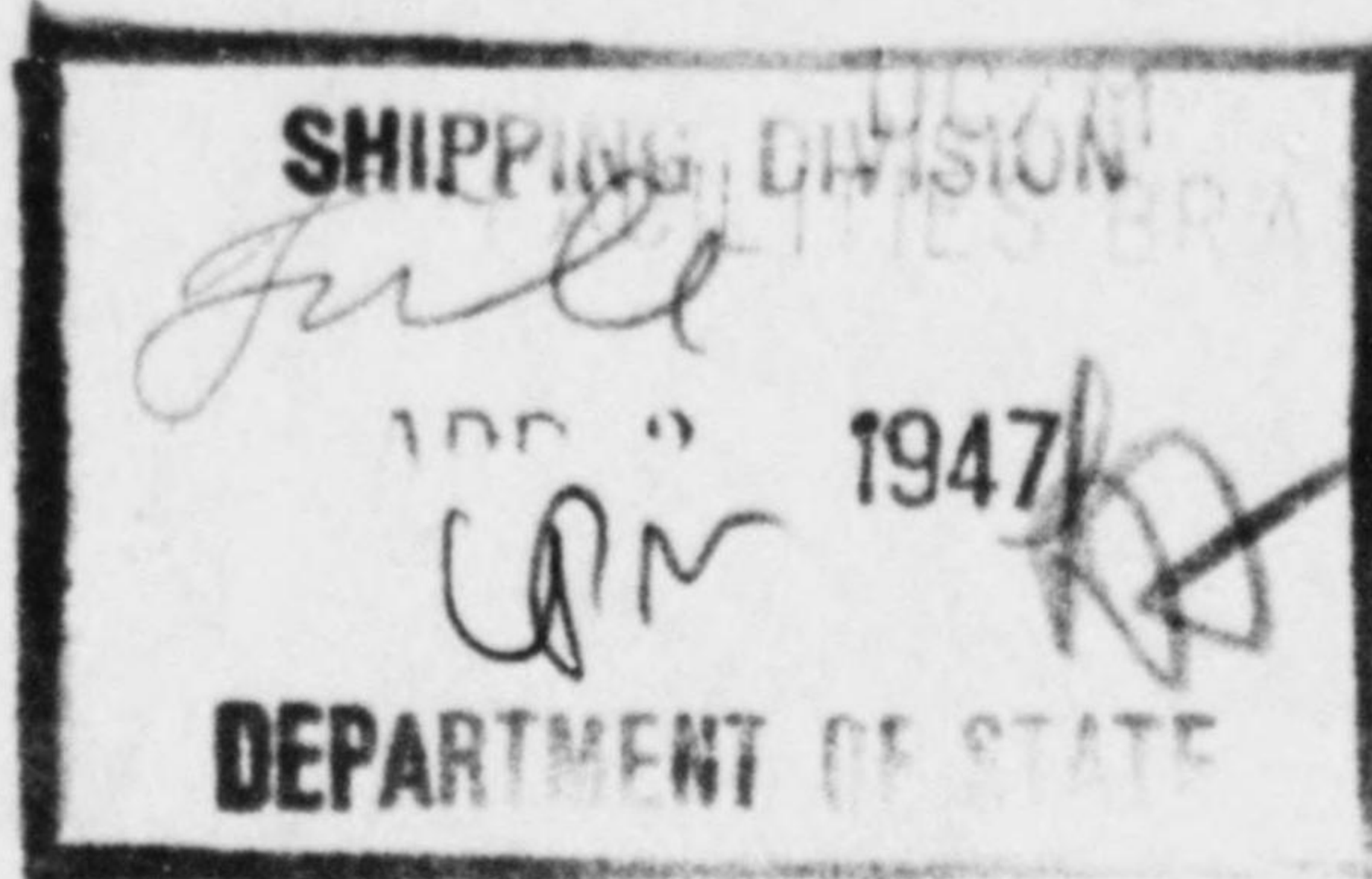
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1947 MAR 27 PM 2 Tokyo, March 20, 1947

UNCLASSIFIED

No. 920



SUBJECT: Circular Issued by General Headquarters, Supreme Commander for the Allied Powers, Concerning Port Agent Facilities in Japan.

The United States Political Adviser has the honor to enclose circular No. 5, dated February 28, 1947, issued by General Headquarters, Supreme Commander for the Allied Powers, designating the United States Maritime Commission as the sole agency through which all port facilities will be requested for ships in the following categories: commercial vessels of the Allied nations; ships of any powers engaged in an approved shipping program; any ships utilizing a Japanese port in case of emergency. Also set forth in the enclosed circular are procedures whereby Allied nations may appoint, upon approval of the Supreme Commander, not more than two liaison agents for duty with the United States Maritime Commission.

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Enclosure: *W.M.*

Copy of Circular No. 5, February 28, 1947.

A. W. B.

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Enclosure No. 1 to Despatch No. 920 dated March 20, 1947 from the United States Political Adviser for Japan, Tokyo, on the subject "Circular Issued by General Headquarters, Supreme Commander for the Allied Powers, Concerning Port Agent Facilities in Japan".

COPY

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

CIRCULAR)

APO 500
28 February 1947

NO.....5)

PORT AGENT FACILITIES

1. Requirements of vessels employed in non-military Allied shipping programs in Japan establish the necessity for one agency which will be responsible for obtaining, for vessels of Allied nations using Japanese ports, those facilities normally procured by port agents.
2. The United States Maritime Commission is designated as the sole agency for the Supreme Commander for the Allied Powers through which all port facilities for commercial vessels of Allied nations will be requested.
3. When the number of its ships employed in the Allied shipping program in Japan so justifies, an Allied nation may make application to the Supreme Commander for the Allied Powers to appoint not more than two liaison agents to be attached to the United States Maritime Commission. The function of these liaison agents will be to facilitate the procurement of the port services, supplies, and facilities for the commercial ships of their respective nations.
 - a. In cases where qualified personnel are not present in Japan, clearance for individuals to act as liaison agents may be arranged under the provisions of Circular 8, General Headquarters, Supreme Commander for the Allied Powers, 30 August 1946.
 - b. When personnel present in Japan are designated, their names will be reported to the Supreme Commander for the Allied Powers. New personnel cleared under the provisions of Circular 8 will be reported immediately upon arrival.
 - c. The mission, or similar agency in Japan, will provide logistic support for agents of the government which it represents. In those instances where no recognized mission exists, logistic support will be arranged through General Headquarters, Supreme Commander for the Allied Powers, on a revenue basis. (Dollars or dollar instruments must be available to pay for any support received from U. S. sources.)
4. Operations hereunder will be consistent with established policies and procedures relating to shipping in Japanese waters. Requests for the procurement of port facilities in Japan will be made to the Supreme Commander for the Allied Powers through the United States Maritime Commission by authorized representatives of governments for:
 - a. Ships of any power engaged in an approved shipping program, irrespective of whether that nation has a liaison agent attached to the United States Maritime Commission.
 - b. Any ship utilizing a Japanese port in case of emergency.

Encl. No. 1 to
Tokyo's 920
March 20, 1947

-2-

The extent of facilities furnished will be at the discretion of the
United States Maritime Commission.

AG 567 (28 Feb 47) TO

BY COMMAND OF GENERAL MacARTHUR:

PAUL J. MUELLER,
Major General, General Staff Corps,
Chief of Staff.

OFFICIAL:

JOHN B. COOLEY,
Colonel, AGD,
Adjutant General.



THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

ACTION
is assigned to
FE

United States Political Adviser
for Japan

DIVISION OF
NORTHEAST ASIAN AFFAIRS

Tokyo, February 17, 1949

No. 103

MAR 1 1949

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DEPARTMENT OF STATE

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Subject: Operation of the Port of Yokohama

MAR 1 1949

The Honorable
The Secretary of State,
Washington.

Sir:

I have the honor to refer to this Mission's despatch No. 532 of August 18, 1948, despatch No. 91 of February 11, 1949, and Airgram No. A-33 of February 11, 1949, and to discuss more fully the difficulties relative to the administration of the Port of Yokohama, as reported recently by Yokohama businessmen to Mr. U. Alexis JOHNSON, American Consul General at Yokohama, and outlined in the reference Airgram.

As noted in that Airgram, administrative inefficiency and competition between rival Japanese port agencies have prevented the return of South Pier and Takashima Pier, Yokohama, to Japanese control, as contemplated under SCAPIN 1927 of August 13, 1948. SCAPIN 1927, forwarded with our Despatch No. 532, provided for resumption of Japanese administration on October 1, 1948.

Before 1941, control of the piers was vested in the Customs House, under the Ministry of Finance, with certain subsidiary functions reserved for the Maritime Division of the Ministry of Communications, the Home Ministry, the Navy, and the Yokohama Harbor Police. In December, 1941, the Maritime Division of the Ministry of Communications was expanded and in November, 1943, a Maritime Bureau was organized in the Ministry of Transportation and Communications, with responsibility for the functions previously exercised by the Customs House, and with broad powers over ships, crews, lanes, and shipbuilding. The 1943 reorganization resulted from the wartime need for strict government control over shipping, coupled with the diminishing importance of the Customs House as Japan's foreign trade declined.

With the end of the war, the Customs House was revived, while the Maritime Bureau, a target of considerable criticism because of its wartime control activities, took refuge in decentralization. The result has been a confusion of overlapping authorities, with paralyzing disagreements when, as in the case of the present proposal to return the docks to the Japanese, determination of concrete policy has been required.

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Tokyo's Despatch No. 103,
February 17, 1949.

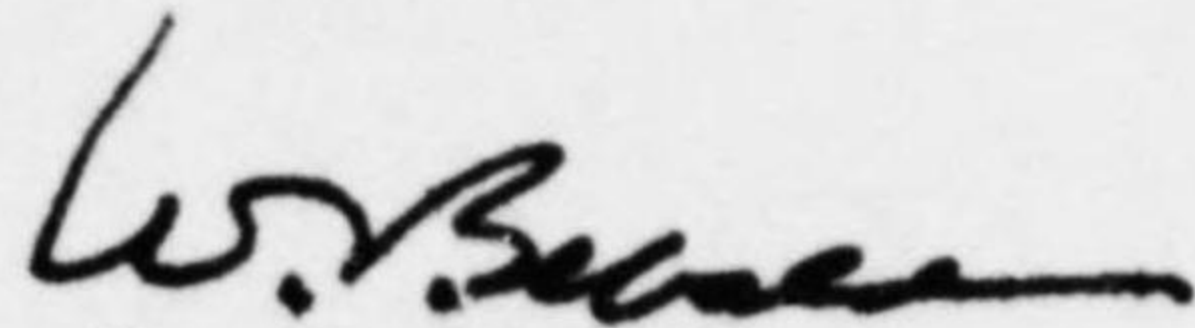
- 2 -

In addition to the Customs House, which nominally exercises much the same functions as before the war, there are at present two quarantine offices, one under the Ministry of Agriculture and one under the Ministry of Welfare; the Maritime Bureau, which still exercises rather vague powers over shipbuilding and port management; the new Maritime Safety Board, organized under Law No. 38 of 1948 and corresponding roughly to a Coast Guard; and the Board of Trade, which controls the documentation and licensing of foreign trade.

The businessmen who presented the above facts to Mr. Johnson are of the opinion that the principal factor in delaying the return of the docks to Japanese control has been a strong rivalry between the Customs House and the Maritime Bureau over the control of port facilities. The controversy can be solved, they feel, only by the intervention of General Headquarters, and ultimately one of the two agencies, and preferably the Customs House, will have to be given clear jurisdiction over port facilities as well as authority to administer customs laws.

In this connection, the Department's attention is called to SCAPIN 1968 of February 2, 1949, forwarded with our despatch No. 91. Among other provisions, SCAPIN 1968 requires the Japanese Government "to establish coordinated control over the movement of foreign exchange and trade into and out of Japan," and, as a step toward that end, to accomplish the "reorganization and regularization of control procedures, and clear allocation of functional responsibilities among the agencies of the Japanese Government concerned." It is the opinion of this Mission that, under this directive, the ends desired by the Yokohama businessmen could be accomplished without further SCAP intervention, but that the administration of SCAPIN 1968 by the Japanese Government must be subjected to close scrutiny.

Respectfully yours,


W. J. Sebald

Copy to POLAD, Yokohama

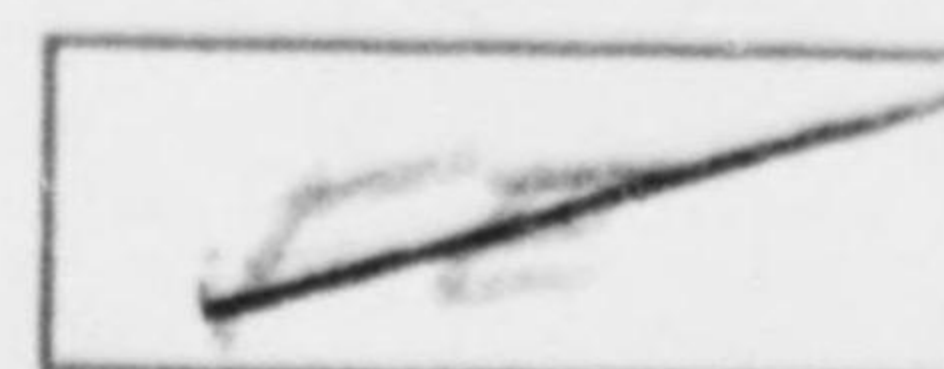
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KOBE CITY HALL
KOBE, JAPAN.

ACTION
is assigned to



JAN 9 1950

October 25, 1949

DIVISION OF
NORTHEAST ASIAN AFFAIRS
President of Chamber of
Commerce, Washington, D.C.
U.S.A.

12/20/49
Kobe
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DEPARTMENT OF STATE

DC/R

Sir:

Our country is steadily on the way to economic recovery thanks to the generosity and friendship of the United States of America, for which we wish to express our genuine appreciation.

As you know, Japan's self-supporting economy can be attained only through stimulating international trade. In order to meet the national supreme requirement, our city, one of the leading international ports in the Orient, is making its utmost efforts to redouble the activities of the port.

In this connection, we are now studying the management body or authorities of the ports in consideration of what system of port management nucleus is the most suitable for raising its efficiency, and the systems of the United States, we are sure, will be very much informative for our program of organizing a management body of our Kobe port.

Therefore, we shall be much obliged to you if you kindly answer the undermentioned three items regarding the Port Management Body.

1. Managing body or authority of the port, and its organization.
2. Laws and regulations for the port operation and maintenance.
3. Other reference materials for the port.

Yours faithfully,

Toyoo Seki
TOYOO SEKI
Acting Mayor of Kobe,
JAPAN.

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UNITED STATES MARITIME COMMISSION
WASHINGTON

DEC 15 1949

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file (including attached reports)
DOR

Mr. C. Thayer White
Division of Northeast Asian Affairs
Department of State
Washington 25, D. C.

Dear Mr. White:

In response to your memorandum of November 15, 1949, transmitting the letter of Acting Mayor Toyee Seki, of Kobe, Japan, who is requesting information regarding port management, there are attached copies of the latest Port Series reports covering the ports of Philadelphia, Pa.; New Orleans, La.; and Houston, Texas.

These reports include, among other subjects, chapters on port administration which specifically deal with the establishment and organization of the governing port bodies, port laws, customs, regulations, and other information pertinent to port operations.

The reports contain all of the latest information immediately available in the Maritime Commission, and should Acting Mayor Seki desire more specific port information, he might communicate with Mr. Paul Amundsen, Secretary, American Association of Port Authorities, 815 Washington Building, Washington 5, D. C.

Very truly yours,

Charles D. Marshall

Charles D. Marshall
General Manager

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