

極秘

住宅對策要綱（案）

最近頓ニ深刻ノ度ヲ加ヘ來リタル住宅難ハ勞務者其ノ他庶民ノ生活ヲ脅威シ各種產業要員ノ充足ヲ困難ナラシメ延テハ高度國防國家建設ノ遂行ヲ阻碍セントス而モ建築用資材及勞力ノ拂底竝ニ建築費ノ昂騰ニ依リ住宅ノ供給ハ著シク減少シ急激ニ増加スル住宅ノ需要ヲ到底充足スル能ハザル實情ニ在リ仍テ茲ニ政府ハ左記ニ依リ住宅對策ヲ樹立シ急速ニ實施セントス

第一 方針

住宅對策ハ產業立地、人口分布竝ニ土地配分ノ綜合的調整ヲ根幹トシテ計畫的ニ住宅ヲ建設シ、住宅ノ賃貸條件ノ統制其ノ他利用ノ適正ヲ圖リ以テ庶民生活ノ安定ヲ期スルト共ニ軍需、生擴等重要產業要員ノ充足ヲ確保スルヲ目途トス

第二 要領

- 一、民間貸家事業ノ改良發達ヲ圖リ貸家ノ供給増加ヲ期スル爲貸家組合ヲ設立シ資材取得ノ斡旋、資金ノ貸付、家賃ノ統制等ヲ行ハシムルコト
- 二、勞務者其ノ他庶民ノ所要住宅ヲ計畫的ニ供給シ時局ノ要請ニ適應スル爲住宅營團ヲ設立シ庶民住宅ノ建築竝ニ經營、民間ニ於ケル庶民住宅ノ建築竝ニ經營ノ受託、資材取得ノ斡旋、資金ノ融通其ノ他住宅ニ關スル指導斡旋等ヲ行ハシムルコト
- 三、政府ハ必要ニ應ジ一定數以上ノ勞務者等ヲ使用スル事業主ニ對シ從業員ニ必要ナル住宅ノ建築ヲ命令スルコト
- 四、作業廳其ノ他多數勞務者ヲ使用スル政府施設ノ從業員ニ必要ナル住宅ハ政府ニ於テ之ヲ建設スルコト
- 五、政府ハ必要ニ應ジ地方公共團體、住宅營團等ニ對シ住宅ノ建築ヲ命令スルコト此ノ場合生ズベキ損失ハ適當ナル方法ニ依リ之ヲ補償スルコト

- 六 住宅建設ニ必要ナル敷地ノ取得竝ニ交通ノ整備ニ付特別ノ保護援助ヲ與フルコト
- 七 建築用資材ノ配給機構ヲ整備刷新スルト共ニ資材ノ取得ニ付特別ノ保護援助ヲ與フルコト
- 八 住宅建設ニ必要ナル資金ノ融通ニ付特別ノ保護援助ヲ與フルコト
- 九 既存ノ住宅ニ付テハ住宅ノ取毀、改造又ハ住居外供用ヲ制限禁止スル等其ノ利用ヲ有效ナラシムル爲適當ナル方途ヲ講ズルコト
- 一〇 建築用資材ノ價格ノ統制、火災保險料ノ輕減等ニ依リ家賃ノ低減ヲ圖リ庶民生活ノ安定ヲ期スルト共ニ家賃其ノ他賃貸條件ヲ統制シ住宅ノ利用ヲ適正化スルコト
- 一一 保健、衛生竝ニ防空、防火ノ觀點ヨリ住宅ノ様式竝ニ質ノ改善ヲ圖ル爲適當ナル方途ヲ講ズルコト
- 一二 住宅建築技能者ノ養成充足ニ付特別ノ措置ヲ講ズルコト

- 一三、住宅對策達成ノ基礎ヲ確立スル爲住宅竝ニ其ノ賃貸事情ノ調査ヲ行フコト
- 一四、住宅對策遂行上必要ナル行政機構ヲ整備擴充スルコト
- 一五、外地ニ於テモ前各號ニ準ジ適切ナル對策ヲ講ズルコト

参考案第一

貸家組合設立案

一、警察管區等適當ナル一定地域内ニ於ケル貸家主等ヲ構成員トスル
貸家組合ヲ設立スルコト

二、貸家組合ハ法人トシ普通貸家組合ト共同住宅組合トノ二種トスル

コト

三、貸家組合ハ概ネ左ノ事業ヲ行フコト

- 1、組合員ニ對スル建築資材取得ノ斡旋
- 2、組合員ニ對スル資金ノ貸付
- 3、家賃其ノ他賃貸條件ノ統制
- 4、住宅建築竝ニ修繕ノ受託
- 5、家賃取立其ノ他管理ノ受託
- 6、貸家ノ斡旋紹介

7、其ノ他必要ナル事業

四 政府ハ貸家組合ニ對シ資材ノ配給、資金ノ融通等ニ付必要ナル保護援助ヲ與フルコト

五 貸家組合ハ組合員ニ對シ經營ノ分賦ヲ爲シ得ルコト

六 貸家組合ハ道府縣聯合會又ハ全國中央會ヲ設立シ得ルコト

参考案第二

住宅營團設立案

- 一、住宅ノ不足甚シキ産業地帯ニ勞務者其ノ他庶民ノ所要住宅ヲ計畫的ニ供給スル爲住宅營團ヲ設立スルコト
- 二、住宅營團ハ特別法人トスルコト
- 三、住宅營團ノ資本ハ政府出資トスルコト
- 四、住宅營團ハ概ネ左ノ事業ヲ行フモノトスルコト
 - 1、住宅ノ建築、貸付、讓渡
 - 2、住宅敷地ノ造成、貸付、讓渡
 - 3、一團地ノ住宅經營及之ニ附帶スル事業ノ經營
 - 4、住宅ノ設計、建築、經營及其ノ敷地資材取得ノ受託
 - 5、住宅建築及經營ニ必要ナル資金ノ貸付
 - 6、住宅及其ノ敷地ノ賣買及賃借ノ仲介斡旋
- 五、住宅營團ハ所要資金調達ノ爲住宅債券ヲ發行シ得ルコト

六 政府ハ住宅管團ニ對シ土地ノ取得、資材ノ配給、資金ノ融通、住宅債券ノ元利支拂等ニ付必要ナル助成保護ヲ爲スコト

七 住宅管團ハ重要ナル事業ノ計畫竝ニ實施、剩餘金ノ處分ニ付主務大臣ノ認可ヲ受クベキコト

八 主務大臣ハ特ニ住宅管團監理官ヲ置キ其ノ業務ヲ監視セシムルコト

住宅對策要綱に付いて

最近頃に深刻の度を加へ來つた住宅難は勞務者其他庶民の生活を脅威し各種産業要員の充足を困難ならしめ延ては高度國防國家建設の遂行を阻礙せんとしてゐる而も建築用資材及勞力の不足竝に建築費の昂騰に依り住宅の供給は著しく減少し急激に増加する住宅の需要を到底充足する能はざる眞情に在る政府は豫て勞務者住宅の建設を計畫實施し來つたが今般國民生活確保に關する國策の一として住宅對策を確立することとなり企畫院にて作成したる要綱案を十九日の閣議に付議正式決定を見た、これに基き厚生省は急速に具體策を作成し關係各省と密接なる連絡を保ち實施することとなつた其の要綱の概要は左の通りである。

一、民間貸家事業の改良發達を圖り貸家の供給増加を期する爲貸家組合を設立し資材取得の斡旋、資金の貸付、家賃の統制等を行はしむること

(新聞發表用)

- 二 勞務者其他庶民の所要住宅を計畫的に供給し時局の要請に適應する爲住宅營團を設立し庶民住宅の建築並に經營、民間に於ける庶民住宅の建築並に經營の受託、資材取得の斡旋、資金の融通其他住宅に関する指導斡旋等を行はしむること
- 三 政府は必要に應じ一定數以上の勞務者等を使用する事業主に對し従業員に必要なる住宅の建築を命令すること
- 四 作業廳其他多數勞務者を使用する政府施設の従業員に必要なる住宅は政府に於て之を建設すること
- 五 政府は必要に應じ地方公共團體、住宅營團等に對し住宅の建築を命令すること此の場合生ずべき損失は適當なる方法に依り之を補償すること
- 六 住宅建設に必要な敷地資材の取得資金の融通並に交通の整備に付特別の保護援助を與ふること
- 七 既存の住宅に付ては住宅の取毀、改造又は住居外供用を制限禁

- 止する等其の利用を有效ならしむる爲適當なる方途を講ずること
- 八、建築用資材の價格の統制等に依り家賃の低減を圖り庶民生活の安定を期すると共に家賃其他賃貸條件を統制し住宅の利用を適正化するること
- 九、保健、衛生竝に防空、防火の觀點より住宅の様式竝に質の改善を圖る爲適當なる方途を講ずること
- 一〇、住宅建築技能者（大工、左官等）の養成充足に付特別の措置を講ずること
- 一一、住宅對策達成の基礎を確立する爲住宅竝に其の賃貸事情の調査を行ふこと
- 一二、外地に於ても前各號に準じ適切なる對策を講ずること

閣下第三八二號

案起

昭和十五年十二月七日

閣議決定

昭和十五年十二月七日施行

昭和 年 月 日

內閣總理大臣 友

內閣書記官長

內閣書記官



外務大臣

友

陸軍大臣

友

文部大臣

友

遞信大臣

友

厚生大臣

友

內務大臣

友

海軍大臣

友

農林大臣

友

鐵道大臣

友

學務大臣

友

大藏大臣

友

司法大臣

友

商工大臣

友

拓務大臣

友

農務大臣

友

別紙企畫院總裁上申

經濟新體制確立ニ關スル件

右閣議ニ供ス

通牒案

(一)

昭和十五年十二月七日

内閣書記官長

企畫院總裁宛

依命通牒

昭和十五年十二月六日上申(企畫院上申 第二九〇號)經濟

新體制確立ニ關スル件上申ノ通閣議

決定相成候

通牒案 (二)

昭和十五年十二月七日

內閣書記官長

各省大臣

法制局長官

對滿事務局總裁

興亞院總裁

情報局總裁

宛(各通)

經濟新體別確立及關於此件別紙及通

對新

閣議決定相成候條依命此段及通
牒候

相成候條

依命此段

及通

45(454)

各首大目

各首大目

也罷如為如散

科 氏 大 目

通 無 條 目

(白井納)

企畫院上申第二九〇號

昭和十五年十二月六日

企畫院總裁 星野直樹



內閣總理大臣 公爵 近衛文麿 殿

經濟新體制確立ニ關スル件

標記ノ件別紙「經濟新體制確立要綱」ノ通閣議決定相成様致度本院官制第一條第一項第一號ニ依リ此段及上申候

主任 第一部 永調查官

閣甲三八二

内閣

15.12.7

極秘

經濟新體制確立要綱

第一 基本方針

日滿支ヲ一環トシ大東亞ヲ包容シテ自給自足ノ共榮圈ヲ確立シ、其ノ
圈内ニ於ケル資源ニ基キテ國防經濟ノ自主性ヲ確保シ官民協力ノ下ニ
重要産業ヲ中心トシテ綜合的計畫經濟ヲ遂行シ以テ時局ノ緊急ニ對處
シ國防國家體制ノ完成ニ資シ依ツテ軍備ノ充實國民生活ノ安定國民經濟
ノ恒久的繁榮ヲ圖ラントス

而シテ之ガ爲ニハ (一) 企業體制ヲ確立シ資本、經營、勞務ノ有機的一
體タル企業ヲシテ國家綜合計畫ノ下ニ國民經濟ノ構成部分トシテ企業
擔當者ノ創意ト責任トニ於テ自主的經營ニ任ゼシメ其ノ最高能率ノ發
揮ニ依ツテ生産力ヲ增強セシメ (二) 公益優先、職分奉公ノ趣旨ニ從ツ
テ國民經濟ヲ指導スルト共ニ經濟團體ノ編成ニ依リ國民經濟ヲシテ有
機的一體トシテ國家總力ヲ發揮シ高度國防ノ國家目的ヲ達成セシムル
ヲ要ス

本要綱ノ實施ニ當リテハ現下ノ時局ニ鑑ミ其ノ緊急ナルモノニ重點ヲ
置キ必要ニ應ジ逐次之ヲ實施スルモノトシ生産力ノ低下、配給ノ不圓
滑ヲ生ズルコトナク民心ノ不安ヲ來スコトナキヲ期ス
尙本體制ノ整備ニ即應シテ關係行政機構及其ノ事務ノ再編成ヲ行フ

第二 企業體制

企業體制ヲ確立シ各個ノ企業ヲシテ國家目的ニ從ヒ其ノ創意ト責任トニ於テ之ヲ經營セシメ生産ノ確保増強ヲ期ス

一、企業ハ民營ヲ本位トシ國營及國策會社ニ依ル經營ハ特別ノ必要アル場合ニ限ル

二、企業ハ其ノ性質ニ依リ一定ノ基準ニ從ヒ之ガ設立等ニ付必要ニ應ジ制限ヲ加フ

三、企業ハ其ノ性質ニ依リ一定ノ基準ニ從ヒ生産計畫竝ニ技術的見地ヨリ見テ之ヲ分離結合セシムルコトヲ待

四、中小企業ハ之ヲ維持育成ス但シ其ノ維持困難ナル場合ニ於テハ自主的ニ整理統合セシメ且其ノ圓滑ナル轉移ヲ助成ス

五、企業ハ國家的生産増強ニ寄與セシメ又其ノ恒久的發展ヲ遂ゲシムル爲適當ナル指導統制ヲ加フ

イ、主要物資ノ價格ヲ公定スルニ當リテハ中庸生産費ヲ基礎トシ
適正利潤ヲ計上ス

ロ、國民經濟ノ秩序保持ニ障害アル投機的利潤及獨占的利潤ノ發
生ヲ防止スルト共ニ適正ナル企業利潤ヲ認メ特ニ國家生産ノ增
強ニ寄與シタル者ニ對シテハ其ノ利潤ノ増加ヲ認ム

ハ、企業利益ノ分配ニ當リテハ適當ナル制限ヲ加フルモ其ノ超過
部分ハ公債其ノ他ヲ以テ留保シ一定條件ニ從ヒ一定期間後ニ於
テ處分^{スルノ途ヲ拓ク}

ニ、發明發見ニ依リ國家生産ノ增強ニ寄與シタル者ニ對シテハ特
別ナル報奨ノ途ヲ講ズ

ホ、技術ハ之ヲ公開^{スル}ハ途ヲ拓キ其ノ優秀ナルモノニ對シテハ適當
ノ報奨ヲ與ヘ以テ其ノ進歩ヲ促進ス

ヘ、企業ノ設備更新ヲ容易ナラシメ其ノ他企業ノ基礎ヲ強固ナラ
シムル爲償却ヲ強化ス

ト、企業ノ國家的生產增強ニ對スル寄與ニ應ジ重點的ニ具ノ擴充
發展ヲ助成ス

六、農業水産業經營ノ企業體制ニ付テハ別途之ヲ考慮ス

第三 經濟團體

一 經濟團體組織

イ、重要産業部門ニ付テハ企業及組合ヲ單位トシ同一業種ニ屬スル業者又ハ同一物資ニ關スル業者ヲ網羅スル業種別又ハ物資別經濟團體ヲ組織ス

其ノ基本條件左ノ如シ

(1) 經濟團體ハ之ヲ特殊法人トス

(2) 經濟團體ハ業者ノ推薦ニ基キ政府ノ認可スル理事者指導ノ下ニ

之ヲ運営ス

ロ、其ノ他ノ産業ハ前項ニ準ジ必要ニ應ジ業種別又ハ地域別系統團體ニ組織ス

ハ、外地ノ企業ハ外地各地域ニ於テ前各項ニ準ジ夫々經濟團體ヲ組織ス但シ内地トノ一元的統制ヲ特ニ必要トスルモノニ付テハ全國

的統制ニ付適當ナル措置ヲ講ズ

二、經濟團體ヲ組織スルニ付特ニ留意スベキ事項左ノ如シ

(1) 經濟團體ノ編成ニ當リテハ重要ナルモノヨリ逐次必要ノ順序ニ依リ之ヲ組織ス

(2) 軍事上特ニ必要アル企業ニ付テハ別途之ヲ考慮ス

(3) 全産業ヲ統轄スル最高經濟團體ハ必要アリト認メタルトキニ於テ之ヲ設置ス

經濟團體ノ機能

一、重要産業經濟團體ノ機能左ノ如シ

(1) 政府ノ協力機關トシテ重要政策ノ立案ニ對シ政府ニ協力スル
ト共ニ實施計畫ノ立案及其ノ計畫實行ノ責ニ任ジ且必要アル場合ニ於テハ政府ニ意見ヲ具申ス

(2) 前項ノ計畫實行ニ付下部經濟團體及所屬企業ノ指導ニ任ズ

(3) 必要ニ應ジ生産、配給等經營ノ實績調査ヲ爲スト共ニ生産品

品質規格ノ検査ノ衝ニ當リ下部經濟團體ヲ監督ス
(4) 共同計算其ノ他ノ方法ニ依リ犧牲事業等ニ對シ共助ノ實ヲ舉
グ産業ノ發展ニ資ス

ロ、其ノ他ノ團體ノ職能モ概ネ右ニ準ズ

三 政府ノ監督及大政翼贊會トノ關係

イ、政府ハ經濟團體ヲ指導監督ス
經濟團體ノ整備ニ伴ヒ其ノ運營ハ之ヲ出來得ル限り自主的ナラシ
メ指導監督ハ大綱ニ止ム

ロ、政府ハ經濟團體ノ組成發達ヲ圖ル爲大政翼贊會ト協力ス

四 農林水産業ニ關スル經濟團體組織ニ付テハ別途之ヲ考慮ス

閣下第四〇八號

案起

昭和十五年十二月二十六日

閣議決定

昭和十五年十二月二十六日

施行

昭和 年 月 日

內閣總理大臣 齋藤

內閣書記官長

內閣書記官



外務大臣

齋藤

陸軍大臣

齋藤

文部大臣

齋藤

遞信大臣

齋藤

厚生大臣

齋藤

內務大臣

齋藤

海軍大臣

齋藤

農林大臣

齋藤

鐵道大臣

齋藤

農務大臣

齋藤

大藏大臣

齋藤

司法大臣

齋藤

商工大臣

齋藤

拓務大臣

齋藤

別紙企畫院總裁上申

第三次特別輸入ニ関スル件

右閣議ニ供ス

通牒案ニ

昭和十五年十二月三日

内閣書記官長

企畫院總裁宛

依命通牒

昭和十五年十二月二十六日上申

(企畫院上申) 第三二〇號

第三次特別輸入ニ関スル件上申

通閣議決定相成候

通牒案 (一)

昭和五年三月五日

内閣書記官長

外務大臣	陸軍大臣	海軍大臣	農林大臣	商工大臣	通信大臣
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宛(各通)

拓務大臣

商工大臣

第三次特別輸入：関心件

第三次特別輸入：関心別紙、通関議

決定相成候條、依命此段及通牒候

大藏大臣

長官大臣

内閣事務官

昭和二十一年四月六日

通関課長



企畫院上申第三二〇號

昭和十五年十二月二十六日

企畫院總裁 星野直



內閣總理大臣 公爵 近衛文麿 殿

第三次特別輸入ニ關スル件

第三次特別輸入實施ニ關シ別紙ノ通閣議決定相成様致度此段及上

申候

主任 第四部 島調查官

內閣

極秘

第三次特別輸入ニ關スル件

企 畫 院
一五 一二 二三

一 現下國際情勢ニ鑑ミ資金一六〇〇〇千圓CIFヲ以テ別表ニ依リ
第三次特別輸入ヲ行フモノトス

二 右特別輸入ハ昭和十六年三月末日迄ニ之ヲ行ヒ買付ノ時期、數量
等ニ付テハ關係各廳ニ於テ緊密ナル連絡ヲ圖ルモノトス

三 右特別輸入ニ依ル在庫保管ニ關シテハ從來ノ繰越在庫ト合セ確實
ナル具體方策ヲ講ズルモノトス

別表

第三次特別輸入計畫

資源名	金額	備考
電氣銅	四〇〇〇	米
鉛	二六〇〇	濃、メキシコ
螢石	三〇〇〇	米、メキシコ
水晶	一〇〇〇	メキシコ、スペイン
礪砂	二〇〇〇	南米
松脂	二五〇〇	米
藥品	九五〇〇	
計	一六〇〇〇	

備考 海外状況ニ依リ航空潤滑油ノ輸入ヲ考慮スルモノトス

醫藥品内譯表

資源名	數量	單價	金額	備考
鹽酸エメチン	四五匁	三五〇〇圓	一五七・千五圓	瑞米一五匁
カカオ脂	八二	一七〇〇	一三九・四	英印
ホミカ	三〇	二〇〇	六	瑞
鹽酸ピロカルピン	四〇	五五〇	二二	米
其他			六二五・一	
安息香酸	二〇、〇〇〇	四	八〇	米
カスカラ皮	一五、〇〇〇	一・二	一七	
パンクレアチン	二、〇〇〇	二・三	四六	
吉草酸	五匁	七・一〇〇	三五・五	

合	ベブシソ	均水クロラール	ストロファンツネ子	セソナ葉	牛黃	ゴロンボ根	丁字	ゴンスラツギ根	計
	一、〇〇〇 庇	一、〇〇〇 庇	一〇〇 庇	一〇、〇〇〇 斤	二〇〇 庇	五〇、〇〇〇 庇	九四三〇〇 庇	三〇、〇〇〇 庇	
	五三	五・八	一〇	〇・二五	四五〇	〇・四	一	六	
	五三	五・八	一	二・五	九〇	二〇	九四・三	一八〇	九五〇
	米	英印	英印	米、印、濠	東阿	東阿	東印、阿	祕	

閣甲第四〇九號

案起

昭和十五年十二月三日

閣議決定

昭和十五年二月二十七日
施行

昭和十五年十二月二十七日

內閣總理大臣

友

內閣書記官長



內閣書記官



外務大臣

滋

陸軍大臣

德

文部大臣

務

遞信大臣

塔

厚生大臣

友

內務大臣

友

海軍大臣

友

農林大臣

友

鐵道大臣

友

臺灣總督

友

大藏大臣

友

司法大臣

友

商工大臣

友

拓務大臣

友

別紙企畫院總裁上申

外米、輸入、閉スル件

右閣議ニ供ス

通牒案

(一)

昭和十五年十二月二十七日

内閣書記官長

企畫院總裁宛

依命通牒

昭和十五年十二月二十六日上申

(企畫院上申第三二六號)

外米ノ輸入ニ関スル件一上申ノ通

閣議決定相成候

通牒案 (一)

昭和十五年十二月二十七日

内閣書記官長

外務大臣

大藏大臣

陸軍大臣

海軍大臣

農林大臣

商工大臣

内閣書記官長

通牒案 (一)

宛(各通)

通信大旨

執務大旨

米穀輸入・輸出ニ関スル件

外米、輸入金関別紙、通関議決定相

成候條條命此段及通牒候

衣務大旨

内閣書局印

昭和十一年八月六日

通牒案



企畫院上申第三二六號

昭和十五年十二月二十六日

企畫院總裁 星野直

樹



內閣總理大臣 公爵 近衛文麿 殿

外米ノ輸入ニ關スル件

外米ノ輸入ニ關シ別紙ノ通閣議決定相成様致度此段及上申候

主任 第四部 平田書記官

內閣

極秘

11

外米ノ輸入ニ關スル件

昭和十六米穀年度ニ於ケル米穀ノ需給不足額ニ對スル補填對策トシテ去ル九月三日ノ閣議ニ於テ佛領印度支那及泰ヨリ九百萬石ヲ目標トシテクレデイツトノ設定又ハ求償貿易等ニ依リ外米ヲ輸入スルコトトシ之ニ基キ目下外交交渉中ナルモ最近ノ國際情勢、交渉進捗狀況及國內米穀事情ニ鑑ミ急速ニ之ガ解決ヲ圖ルノ要アルヲ以テ速ニ左記對策ヲ實施スルモノトス

- 一 佛領印度支那ニ對シテハ其ノ輸出餘力ノ全部（約七百萬石ト推定ス）ヲ可及的廉價ニ且圓決済ヲ以テ買付クルコトトシ買付繼續期間ヲ少クトモ三箇年トシ或程度ノクレデイツトヲモ許容セシムルコト
- 右交渉ハ米ニ關スル限り凡ユル手段ヲ講ジ遅クトモ昭和十六年一月末日迄ニハ妥結ニ到達セシムルコトヲ期スルコト
- 二 泰ニ對シテハ既定方針ニ依リ求償協定交渉ヲ極力速ニ進捗セシメ之

ガ妥結ヲ明スルコト

三 前二項ノ交渉ト別途ニ緊急措置トシテヒルマ等ヨリ二百萬石ヲ目標トシテ外米ヲ輸入スルコト

右ニ要スル資金ハFOBノ場合約五千七百十萬圓、CIFノ場合六千五百萬圓ハ十五年度物資動員計畫上ノ特別輸入資金トシテ支出シ以テ速ニ外米ノ輸入確保ヲ期スルコト

四 本對策ノ實施ニ當リテハ關係各廳間ニ緊密ナル連絡ヲ圖リ之ガ適切ナル遂行ヲ期スルコト

Matters concerning measures for the Development of the South as reported in the attached sheet by the President of the Planning Board.

The above to be submitted to the Cabinet meeting

Draft of Notification

Sept 3, 1940

To: Chief Secretary of the Cabinet
President of the Planning Board

Notification by Order

The report of 2 September 1940 (Planning Board Report No. 177):

Matters Concerning Measures for the Development of the South has been decided by the Cabinet meeting without changes.

Chief, First Division,
Investigator ENDO

Planning Board Report No. 177

Sept 2, 1940

From: President of the Planning Board
KOSHIKAWA, Naoki

Seal of the
President of
the Planning
Board

To: Prime Minister, Prince KONOYE, Fumimaro

Matters Concerning Measures for the Development of the South.

In accordance with Paragraph 1, Section 1, Article I of the official organization for this Board, I beg to inform your Highness that it is desired the Cabinet meeting decide the following measures for the development of the South in order to meet the new situation:



1. Measures for the economic development of FRENCH INDO-CHINA.
2. List of measures for acquisition (of), trade in, the commodities of FRENCH INDO-CHINA.
3. Principles of air policy for the southern regions.

 Top Secret

Measures for the Economic Development of FRENCH INDO-CHINA

Realizing the necessity of the appearance with the development of the new world order, of economic spheres, planning for an immediate strengthening of economic relations with FRENCH INDO-CHINA based on a broad view of co-existence and co-prosperity, and expecting to achieve the result of making her a link in the GREATER EAST ASIA Economic Sphere of which the Empire will be the nucleus, measures shall be taken, for the time being in accordance with the following principles,

1. Various restrictions (cf., the separate volume of data) which at present obstruct the economic activities of the Japanese, shall be abolished or eased, and endeavors shall be taken to make Japanese economic activity free and active above all others.

2. Important materials, indispensable to the Empire, shall be secured as much as possible within the sphere of GREATER EAST ASIA. Thus, in order to become independent of ENGLAND and AMERICA in respect to resources, demands shall be made on FRENCH INDO-CHINA for special facilities for the establishment and operation of Japanese enterprises. At the same time, efforts shall be made for the conclusion of a trade agreement which will provide that important materials necessary to the Empire be exported on a preferential basis to the Empire.

At present, demands shall be made on FRENCH INDO-CHINA for a guarantee of exportation of rice, coal, apatite, manganese, industrial salt, tin, raw rubber, zinc, silica, etc.

Further, endeavors shall be made for the realization of trade control to be guided by the Empire.

3. Proper measures shall be taken through FRENCH INDO-CHINA for the acquisition of important materials in the area around YUNNAN, KWANGSI, KANICHOW, etc.

Matters concerning trade, finance, tax system, customs, economic agreements with third powers, agriculture, transportation, communication, etc. shall require referable to the above organs.

10. Request shall be made of the authorities of French Indo-China to strictly control the Chinese merchants residing there for their pro-CHIANG and anti-Japanese attitude, while steps shall be taken to make use of their organization and capital from a broad view in consideration of their economic position.

11. In order to realize the economic development of the Empire, the leading inhabitants shall be invited to Japan, and they shall be given a correct understanding through propaganda of the Empire's true aspect and various other steps like that shall be taken.

12. Economic policy shall be based on the broad point of view of the establishment of the Greater East Asia Co-prosperity Sphere and efforts shall be made to harmonize the expansion of the Empire's interests with the welfare of the inhabitants.

Reference

(Reference materials)

Restrictive Measures Concerning Enterprise, Entry, and Trade, etc. in French Indo-China.

I. Restrictions concerning enterprise and entry.

In French Indo-China, there are differences concerning enterprise and entry between the French, natives of French nationality, citizens of the protectorate, and foreigners in general. In order to ensure Japanese development in that area, it is necessary that various restrictions on Japanese be lifted and that they be given equal treatment with the French.

The restrictions imposed on foreigners in general, classified according to matters of enterprise and matters of entry, should be summarized:

A. Matters of ENTERPRISE.

(a) The ownership of land.

In Cochin-China, Hanoi, Haiphong, Tourane, and PHNOM PENH, laws of the home country are applied, and the



foreigners right to own land is recognized. However, protectorates apply the respective native laws and there seems to be no consistency in the matter.

The lease of government land is limited, in the case of individuals to the French, natives of French nationality, and citizens of the protectorate; and in the case of corporations, it is limited to French corporations financed mostly by French capital, the main offices of which are in France, her colonies or protectorates, and the president and majority of directors of which are French, natives of French nationality, and citizens of the protectorate.

The most convenient way to obtain land is to buy private land, but it is very doubtful whether it is possible, by this means to obtain sufficient area for the establishment of a great enterprise by commercial concerns, etc.

(b) Mining Industry.

(1) Prospecting rights may be obtained by individuals or commercial concerns, regardless of nationality.

(2) The same restrictions apply to owners, occupants, and operators of mines as those concerning ownership of land in the second paragraph of (a).

(c) FORESTRY.

(1) Incorporated forests (protected forests, forests owned by local governments or by the public): The approval of the provincial governor is required for ordinary logging, and the approval of the Governor-General is needed for special logging.

(2) Forest reserves (wherein logging and the collection of forest products are prohibited): The approval of the Chief of the Forestry Bureau is required for logging.

(3) Special forests (owned by individuals): Logging is permitted unless it disturbs the public peace, but it is necessary to report to the provincial governor in advance.

Buying and selling lumber from incorporated forests and forest reserves is conducted through open bids. Bidders are limited, in the case of individuals, to the French, natives of French nationality, and citizens of the protectorate; and in the case of commercial concerns, to the firms established in conformity with French law, the main offices of which are in



France, her colonies or protectorates, and the president and majority of directors of which are French, natives of French nationality, and citizens of the protectorate.

(d) THE FISHERIES INDUSTRY.

Foreign ships (including attached ships) which have motors are prohibited from engaging in fishing within the territorial waters of French Indo-China; other ships are required to register with the Customs Bureau beforehand and pay the navigation tax, and import duty is imposed on their catch.

(e) OTHERS

Foreigners may not engage in such fields as: Custom-house broker, shipping business, shipping agent, communication business, special policeman, emigration enterprises, employment agency, munitions dealer, radio and electric appliances dealer, printing business, hotel business, amusement and eating houses, etc.

Besides, there is a restriction based on an ordinance of the Governor-General in 1934, concerning the employment of foreigners; in general, the number of foreign employees may not exceed 33% of the total employees.

E. Matters of Entry.

(a) In regards to entry, in accordance with the agreement for the mutual abolishment of passports and visas between the governments of Japan and French Indo-China, the visaing of passports was not required. However, since the outbreak of the Second Great European War, the visa system was revived, and visas granted by French Consuls in Japan had to be approved first by the Governor-General of French Indo-China.

Furthermore, there are provisions requiring payment of entry fees, security money, and fees by both non-immigrants and immigrants. Of immigrants, a deposit (1000 francs) is also required for return expenses to their homes. (However, the deposit is remitted by certification of the consulate-general).

(b) Except temporary residents staying less than three months, everyone must pay 60 piastres to cover charges of issuing an identity card (2-year validity).

II. Restrictions on Trade.

The nuclei of the trade policy of French Indo-China are: to protect in the first place the interests of the French Homeland; to leave all the market in French Indo-China to exclusive control by the French homeland; to curtail to the utmost trade

with countries other than the French homeland, especially with those such as Japan, who are competing with the latter: to prevent Japan's development of trade with these countries. Therefore, while goods of the French homeland are imported into French Indo-China without any customs or restriction, articles from third countries are restricted in various ways by high tariff, surtax of exchange compensation, quota, etc. Thus, the actual situation is that the interests of the natives within the country are absolutely ignored in that such articles as Japanese cotton, general merchandise, etc. are being artificially restricted for all their suitability to the buying power and large demand of the natives.

The following is a summary of the measures taken by the French Indo-China Government for restriction of trade:

A. Restrictions on Imports.

(a) Protective duty.

The protective duty is the most important means for the import prevention policy of French Indo-China. In her customs law French Indo-China assumes as a rule the same system of customs as her homeland by applying a double system of customs: general (maximum) and minimum rate of duty. Although specific duty is mainly used for duty rates, ad valorem duty is jointly used depending upon the kind of goods. When foreign goods are imported, the general rate of duty is applied for non-treaty powers, while for treaty powers some of the minimum rates or a medium rate is applied as their conventions provide. However, these rates are so high that even the minimum rate is a rather high protective duty, and the general rate being from two to four times as high as the minimum is an almost prohibitive rate of duty.

Speaking of Japanese goods, the minimum or medium rate of duty has come to be applied to a part of them in Indo-China, as a result of the duty agreement concluded between Japan and Indo-China on May 13, 1932. However, most Japanese important exports are either exempted from the said agreed rate or enjoy only a very slight discount from the general rate of duty. Shortly after the conclusion of the agreement, moreover, the French successively raised the general and minimum duty rates for many tariff numbers related to Japanese goods, or indirectly raised them by changing the items subject to duty. Consequently, export of Japanese goods to the said country in the same manner as before the agreement has been prevented, and the objective in concluding this agreement has come to be utterly disregarded.

(b) Surtax of Exchange Compensation.

In negotiations for the duty agreement between Japan and French Indo-China in 1932, the French Government demanded the levy of an exchange compensation surtax on Japanese goods on the ground of rise of the piastre against the yen in those days; (the exchange rate at that time was 1 yen 20 sen per 1 piastre). After prolonged negotiations it was decided that, as regards such items as silk fabric, porcelain, paper, fireworks, tires, and toilet articles, an ad valorem exchange compensation tax of 25% on silk fabric and 15% on the rest would be levied. However, the French later lowered voluntarily the duty on silk fabric to 10% and on the other agreed items uniformly to 6%, owing to the fall of the piastre after devaluation of the franc. However, during the past two years the piastre has generally been seesawing around the 90 sen mark, so that the reason for establishment of this tax has vanished.

(c) Quota.

The French Indo-China Government decides every year a general quota for cotton fabric imported from abroad and prohibits imports exceeding this. Thus, cotton fabrics, a staple article of our exports, have suffered a severe blow.

F. Restrictions on Exports.

(a) Export permit system.

The French Indo-China Government is enforcing an export permit system for foodstuffs, rice, corn, rubber, raw cotton, coal, iron ore, tin, zinc, manganese and other mineral products, by requiring exporters to make declarations in every case.

(b) Export duty.

On the main products of French Indo-China such as rice, corn, iron ore, manganese, coal etc., an export duty of from 3-5% ad valorem is levied. Thus, our nation is suffering a heavy actual loss, for she has to purchase a lot of these materials.

(c) Exchange control.

The French Government promulgated an ordinance relating to the prohibition of, and restriction on, capital export, exchange, and dealings in gold, by means of a French

emergency Presidential ordinance, a Finance Ministry ordinance and a Colonial Department ordinance dated 9 September 1939. This ordinance was applied also to French Indo-China, so that after 10 September capital export without permission was prohibited in French Indo-China; exchange dealings have come to be made only by permission of the Exchange Control Bureau in Saigon which is under command of the Special Exchange control Bureau in Paris.

Furthermore, in accordance with the decision of the above-mentioned Control Bureau, exchange for exports from French Indo-China is regardless of the amount, never permitted, unless done entirely by dollar exchange. This dollar settlement is not only applied to special goods but, as a rule, to all exports. As a result of the absolute prohibition of the pound sterling, settlement which had been formerly permitted as an expedient means, and as a result of the strict restriction to the dollar settlement, many obstacles have been placed in the way of trade with Japan.

Top Secret

Measures for Acquisition of, and Trade in, the Commodities of French Indo-China

As to measures for acquisition of goods from French Indo-China, they should be considered as divided into an emergency measure the central aim of which is to guarantee execution of the plan for mobilization of materials, and a permanent one which lays emphasis on the exploitation of resources. For the present, however, it shall be necessary to take the following steps as the emergency measure:

1. As regards exports, the supply for Japan must be guaranteed preference.

As to goods which are produced or gathered in French Indo-China such as iron ore, manganese ore, tungsten, tin, antimony, zinc, silica, apatite, crude rubber, smokeless coal, industrial salt, varnish, pine resin, rice, corn, hides, etc., it shall be imperative to take such steps as will cause the French Indo-China Government to guarantee a preferential supply in the necessary amounts for our country.

2. Abolition of the export duty must be brought about.

At present, owing to the imposition of export duties in exporting rice, corn, silica, etc. from French Indo-China, the cost of importation has risen sharply. Under the existing circumstances, therefore, it is necessary that this be abolished.

3. Goods from the civilians of French Indo-China shall be supervised.

Especially tin, antimony, tungsten, and other goods from the civilians of French Indo-China, e.g., YUNNAN, KWANGSI, KWANGTUNG, have been taken out to Third Countries via French Indo-China. Accordingly, it is imperative to contrive to acquire goods from the civilians by making use of these routes. However, special inquiry shall be made as to practical methods for this. Furthermore, from now on this policy shall be permanently put in effect.

4. As to Japan's acquisition of goods, measures shall be taken to pay for them as far as possible, by exports from Japan. For this purpose, a plan for exporting Japanese goods shall be established.

In view of the actual state of our nation's exchange fund at present, we must contrive to increase exports in order to pay for imports from French Indo-China by exports from Japan. For this purpose, the reduction or abolition of the import duty and relaxation or abolition of the import quota on Japanese articles shall be brought about; an exportation plan shall be established so as to export Japanese goods in at least the same amount as imports to Japan.

Furthermore, in order to strive for economy in our nations' exchange fund, every possible means shall be adopted, e.g., the creation of credit, settlement of accounts by the yen exchange, the barter system, administration of a clearing system, etc. However, steps must be taken so as not to destroy the foundation of the monetary and financial system of French Indo-China.

5. Control must be exercised over penetration of Japanese traders in French Indo-China.

Adequate steps shall be taken to control the penetration of Japanese traders in French Indo-China and to restrain the competitive advance by importers of French Indo-China goods and exporters of Japanese goods.

6. Plans must be made to arrange for bottoms.

In view of the scarcity of bottoms at present, adequate measures must be taken in providing for bottoms in order to secure supplies for Japan from French Indo-China. Especially in view of the fact that goods of bulky nature such



as coal, iron, etc., rice, etc. are /imported/ from French Indo-China in large quantities, it shall be necessary to adopt most prudent measures in connection with the strengthening of control on ship distribution, provision for tramp ships, etc. Moreover, since there exists no regular steamship service, regular service must be established.

7. In regard to items which, in order to realize these measures, require materials, funds, technical experts, etc., the order and degree of execution must be decided in view of the actual progress of negotiations and so forth in each area, and in broad consideration of the general situation.

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Principles of Air Policy for the Southern Regions

In view of the present international situation, in order to anticipate the swift penetration and progress of Japanese aviation influence in the southern regions, aviation rights and interests shall be established in accordance with the following:

1. Aviation rights and interests shall be established out of consideration for the three matters: establishment of routes, aircraft radio, and flight weather air /observation/.

Furthermore, in the establishment of the aviation rights and interests, all other measures necessary to the establishment and extension of Japanese aviation influence shall be taken conjointly.

2. Air routes shall in general be established in accordance with Annex No. 1.

3. As to aircraft radio, measures for establishing its rights and interests shall be taken out of consideration for the two matters: aviation communications and radio guide facilities, in accordance with the gist of Annex No. 2.

4. As to flight weather /observation/, measures for establishing its rights and interests shall be taken out of consideration for the two matters: agencies for weather observation and facilities for weather report, in accordance with the gist of Annex No. 3.

5. As to execution of the aviation plan following establishment of aviation rights and interests, the DAI NIPPON Aviation Corporation shall in principle, be charged with this.



As regards penetration by aviation enterprises, a joint company or other type may be adopted as occasion requires.

6. As to the funds, materials, and personnel required for accomplishment of the above plan, each office concerned shall give special consideration so that nothing shall be left undone in its execution.

Note:

If, in the execution of this aviation plan, the other country asks for mutual landing privileges, TAIHOKU, FUKUOKA, OSAKA or TOKYO shall be considered when necessary after comparing their importance with Japan's places to land.

Annex No. 1

I. In general, establishment of the following air routes shall be contrived for the present:

1. YOKOHAMA-Saipan-PALAO-MANOK ARI-DELI-KUPANG-SURABAYA-BATAVIA.
2. YOKOHAMA-Saipan-PALAO-MENADO-TARAKAN-BALIKPAPAN-SURABAYA-BATAVIA.
3. TOKYO-FUKUOKA-TAIHOKU-CANTON-HAIKOW-HANOI-SAIGON-SINGAPORE-BATAVIA.
4. TOKYO-FUKUOKA-TAIHOKU-CANTON-HANOI-PANGKOK-MEDAN-PALEMBANG-BATAVIA.

II. Depending upon future circumstances, establishment of the following air routes shall be contrived:

1. TOKYO-FUKUOKA-TAIHOKU-MANILA-MENADO-TARAKAN-SURABAYA-BATAVIA.
2. YOKOHAMA-Saipan-PALAO-MANOK ARI-DARWIN-TOWNSVILLE-BRISBANE-SYDNEY-AUCKLAND-WELLINGTON.
3. KUPANG-DARWIN-PORT HEDLAND-PERTH-PORFEST-ADELAIDE-MELBOURNE-SYDNEY.

III. The right to construct and to make use of hangars and other airfield facilities shall be acquired.



Annex No. 2

- I. Aircraft radio facilities which are necessary to secure the safety and reliability of aviation shall be established in proper places on air routes.
- II. Radio facilities referred to in the first paragraph are to be established by Japan at places where no foreign equipment may be utilized.
- III. Strong Japanese radio equipment capable of communicating directly from Japanese communications bases are to be established in key bases abroad.
- IV. Where matters mentioned in the third paragraph are difficult to put into practice, such measures as will permit the utilization of foreign communications facilities in Japan are to be devised, and at the same time arrangements shall be made in order that foreign communications facilities in general can be fully utilized.
- V. In exercising the rights and interests of aviation communications, its relation to the rights and interests of communications in general shall be considered.

Annex No. 3

- I. In order to ensure proper weather forecasts necessary to actual flying, requisite sites for meteorological agencies and weather reporting agencies shall be extended not only on air routes but to wide areas along them.
- II. In case no foreign meteorological agencies may be utilized at requisite sites within the areas mentioned in the first paragraph, Japanese meteorological agencies and reporting agencies shall be established.
- III. If necessary, meanwhile Japanese meteorological agencies and reporting agencies shall be established at terminals of air routes.
- IV. Where matters mentioned in the third paragraph are difficult to put into practice, such measures as will permanently place Japanese liaison personnel in foreign meteorological agencies are to be taken, and at the same time such measures as will permit the full utilization of foreign meteorological agencies on the spot shall be devised.



V. Measures are to be taken in order that Japanese meteorological and communications agencies may be established especially in the following locations:

Diplomatic establishments abroad such as consulates, etc. on the spot.

Facilities managed by Japanese on the spot.

VI. As regards the actual meteorological work, measures are to be taken so as to answer the purpose of unification of meteorological /observation/ in East Asia.

REFERENCE

TOP SECRET

Brief Explanation of the Principles of Air Policy
in the Southern Regions

The present international situation is more and more causing the Empire to feel keenly the urgent necessity of establishing a Greater East Asia Economic Sphere. In view of the fact that the purpose of the establishment of the Greater East Asia Economic Sphere cannot be attained unless the southern issue has been settled, it should be said that as for various measures for the southern regions, the sooner the better. The establishment of aviation rights and interests must be an effective and adequate measure, requiring rapid materialization, as a forerunner of any other rights and interests or as a tentacle of political and military activities. Since, moreover, aviation rights and interests imply not only the establishment of air routes but also the inclusion on a broad scale of communications and meteorological rights, they have great significance militarily, politically, and economically. Furthermore, more and more attention must be paid to the importance of acquiring aviation rights and interests when it is considered that both communications and meteorological rights will form a foundation for future development of communications and meteorological networks. This is the reason the powers planning exploitation abroad exert themselves toward the achievement of an international aviation policy disregarding its advantages and disadvantages; good examples of this are seen in Britain, the Netherlands, Germany and America.

Britain and the Netherlands long ago opened air routes connecting Europe with their southern colonies and since both of them reached Australia by passing through the Dutch East Indies, aviation in the southern regions appeared to be almost a British-Dutch monopoly. Owing to the European War, however, they have now been compelled to discontinue. On the other hand, Germany in 1933 opened the way for overseas penetration by establishing an air route to South America. There-



after, she acquired aviation rights in China and then set about exploiting the northern line to China via Afghanistan. Further, she established a southern line and appeared to be watching in Bangkok for an opportunity to penetrate the Dutch East Indies. Owing to the sudden outbreak of the European War, this failed to materialize but it is undeniable that the present situation of the European War is likely to bring about a more and more pronounced trend toward attainment of Germany's original ambition. The United States, moreover, with the outbreak of the European War, completed preparations to monopolize control of air routes in the continent of South America; furthermore, her intention to place the Dutch East Indies under her aviation influence by extending the line of Pan-American Airways should be apparent from the fact that a Philippines-Dutch East Indies line has now been established.

However, Japanese international aviation actually is barely saving its face with regular air service between Japan and Thailand but recently put into operation: this is indeed a matter for deep concern at the present day when the establishment of a new structure in Greater East Asia is urgently needed. In view of the importance of international airways, especially in the southern regions, we must strive to destroy the existing influences and to achieve mastery of the air in the southern regions by rapidly deciding the principles of air policy for the southern regions.

Top Secret

Reference

Principles in Execution of the Air Policy for Thailand

Decided at the Air Bureau 23 August 1940 by Conference of the Five Ministries: War, Navy, Foreign, Education & Communications.

In view of the present situation in which closer cooperation between Japan and Thailand is increasingly called for, the following measures for the expansion and strengthening of the Empire's civil aviation influence on Thailand shall be taken, in accordance with the Outline of Economic Measures in the Southern Regions and the Principles of Air Policy in the Southern Regions which conform to the national policy of constructing the Greater East Asia Sphere.

I. Policy.

1. Aiming at cooperation in civil aviation between Japan and Thailand, we shall not only cause /Thailand/ to recognize Japanese aviation influence but also contrive penetration into Thailand of our aviation influence by supporting Thailand civil aviation.



2. In the case of the preceding paragraph, steps shall be taken to plan for penetration of communications and meteorological facilities which have connection with aerial navigation.

II. Outline

1. In order to bring about recognition of Japanese civil aviation influence, men of influence in Thailand shall be invited /to Japan/ as per annexed paper.

2. Penetration into Thailand of our civil aviation influence shall be made in accordance with the following items:

(1) Air Transportation Enterprises.

(a) The air route linking the Empire and Thailand shall be expanded and strengthened, and with this line as a nucleus, the development of our aviation influence in Thailand shall be contrived, and efforts made to destroy the existing aviation influence of the British and French, etc.

(b) We shall make the Thailand Aviation Company manage for the time being the Bangkok-Hanoi-Canton-Taihoku line, the Bangkok-Shingora-Singapore line, and the Bangkok-Rangoon line; make it employ advisers required for technical guidance in managing them; and at the same time, offer to it equipment and materials from Japan necessary in the operation of these air-lines.

(c) In offering equipment and materials to the Thailand Aviation Co., after the political situation between Japan and Thailand is taken into consideration, we shall when necessary make investments-in-kind of equipment and guide it to take the form of a joint company.

(d) In offering equipment and materials to Thailand, in case Thailand so desires, steps shall be taken to enable them to apply such goods produced in Thailand as rice, tin, rubber, etc. as a means of paying the necessary expenses.

(e) We shall advise the appointment of a Thai-lander as successor to Manager of the Thailand Aviation Co. JACKSON after the expiration of his tenure of office, and at the same time we shall induce /Thailand/ to let the aforementioned Japanese technical advisers participate in the management of Thailand civil aviation enterprises and in planning for aviation facilities.



(2) Aerial Photography Services.

(a) In order to support Thailand's industrial development programme, the Japanese shall cultivate and guide Thailand's aerial photography services, and materials and personnel required for this shall be offered to Thailand.

(b) In case the above mentioned materials and men are reserved for the Japanese, steps shall be taken to make them responsible to the Thailand Government and support it in case of emergency for Thailand.

(3) Aircraft Manufacturing Industries.

(a) Construction of the Dai-Nippon Aviation Corporation's repair shop in the Bangkok Airfield for which a contract has been concluded with Thailand, shall be hastened; at the same time, using this repair shop, repairs shall be made on our aircraft, Thailand aircraft we have sold them, and on other aircraft which Thailand desires repaired.

(b) The above mentioned repair shop shall be gradually expanded, and steps shall be taken to enable this shop to manufacture small-sized aircraft for domestic flight in Thailand as soon as possible.

(c) In case an aircraft factory is set up, the abovementioned repair-shop shall be made an investment in kind. The construction of the factory shall be planned upon this basis, and steps shall be taken to have it be given technical guidance by the Japanese.

(4) Aircraft Crews.

(a) In accordance with the purport of Article 16 of the Japan-Thailand Aviation Treaty, Thailand trainees shall be trained at Japanese Air Crew Training Centers.

(b) The above mentioned trainees shall be pilots, engineers, and radio operators, totalling about 10, and steps shall be taken so that the Japanese bear most of the expenses required for training.

(c) In training the air crews, the education of apprentices shall also be considered and steps shall be taken to permit replacement of necessary personnel for our repair shop in Thailand.



(d) If necessary in the future, assistants shall be attached to the technical advisers to the Thailand Aviation Co., and steps shall be taken to permit the training of air crews in Thailand.

(5) Facilities for Air Security.

(a) We shall obtain the right to establish medium-frequency radio guide facilities which are necessary to the security of our air routes, at Bangkok, Udorn and Shingora in Thailand.

If necessary, the above mentioned facilities shall cooperate for air security with Thailand aircraft.

(b) Collaterally, steps shall be taken to establish assembly-and repair-shops for signal equipment and aircraft instruments.

(c) In order not only to secure an opportunity for penetration by our equipment of Thailand's present short wave radio but also to contribute to the security of our air routes, we shall offer to Thailand 50 KW short-wave equipment.

(d) In case the necessity arises in our negotiation for reaching agreement on any of the abovementioned subjects, we shall donate one 5 KW short-wave transmitter and offer the abovementioned short-wave equipment at the price desired by Thailand.

(e) As to facilities for aeronautical meteorology, they shall be decided later on.

ANNEX

1. Prince BAMBAI (President of the Aviation Council), Supreme Adviser to the Prime Minister of Thailand; Colonel Pura Bachayaan, Agriculture and Forestry Minister and concurrently, Chief of the Air Department; Lieutenant-Colonel Pura Yun, President of the Thailand Youth Association; and Prince Bimu (not certain), President of the Board of Directors of the Thailand Aviation Company, shall be invited about the middle of September of this year.

2. Invitations shall be extended to the delegates mentioned in the foregoing in the name of the President of the Imperial Aviation Association and the President of the Dai Nippon Aviation Corporation.

3. In order to give the Thailand delegates a greater understanding of the present situation of Japan's newly rising industries, particularly airplane industries, manufacturing companies which will be specially designated shall produce necessary materials for propaganda and also take steps to encourage inspection of factories.

4. The Thailand delegates shall carefully inspect the present situation of Japan, Manchukuo and China, and shall be guided to become well wishers of the New Order in East Asia.

5. Civil aviation circles shall give consideration to the taking of adequate measures for commending the Thailand delegates.

Top Secret

Reference

Principles of the Timor Air Policy

(A Decision of the Conference between the Five Ministries: War, Navy, Foreign, Overseas Affairs and Communications. 30 May 1940 at the Air Bureau).

In view of the importance of the Island of Timor, we shall carry out an air policy, in accordance with the following general principles, in order to establish an air-line from our country to the said Island, acquire the air-line rights within the Island if possible, and make the Island a future air base of the Empire in the South Seas:

I. Air-lines.

A. PALAO-DELI route.

1. Our South Seas route shall be extended, and a YOKOHAMA-SAIPAN-PALAO-DELI (TIMOR) route shall be established.

2. In the foregoing case, the PALAO-DELI air route shall follow one of the following courses:

- | | |
|--|--|
| (a) Via MENADO or BEATON
(CELEBES). | (|
| (b) Via MANOKWARI (NEW
GUINEA). | (Requires suc-
cessful nego-
tiation with the
Netherlands. |
| (c) Via AMBOINA (CERAM). | (|

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(via the Inner South Seas) to Batavia and connect with the Western route (via Bangkok) and request the opening of the Netherlands Indies circuit route. In such a case we consider giving approval to the Dutch for landing on Oosaka and Tokyo via Fukuchū.

B. The Intra Island Route.

1. The intra-island route on Timor Island shall be managed by the Joint Japan-Portugal Aviation Corporation.

2. In accordance with necessity, the Joint Japan-Portugal Aviation Corporation should establish an Australian route in addition to the Timor route. In this case, however, steps shall be taken to avoid competition with the Japanese.

3. The procedures for making capital investments in the Joint Japan-Portugal Aviation Corporation shall be established separately.

4. Japanese manufactured aircraft shall be supplied to the Joint Japan-Portugal Aviation Corporation.

Remarks:

a. In accordance with the necessity, the extension of activities to Aerial Photography shall be considered in the future.

b. Safety devices such as radios and air fields shall be vested in and managed by the Joint Japan-Portugal Aviation Corporation if necessary.

III. The Policy on Aeronautical Negotiations.

A. In order to put this air policy into practice, there shall first of all be concluded with the Government of Portugal an agreement on the operation of the Palao-Deli air route and the establishment of an air route within Timor Island (Opening of the Joint Japan-Portugal Aviation Corporation).

B. After the negotiation referred to in the previous item has been concluded, negotiations shall be entered into with the Netherlands Government for landing in, or flight over, the Dutch Indies, in order to the Palao-Deli line.

C. As regards establishment of the Deli-Kupang line, we shall have the Government of Portugal negotiate with the Government of the Netherlands at an appropriate time following conclusion of the negotiations with Portugal.

- Note:
- a. As regards the Dutch Indies western route (via Bangkok), negotiations based on the established policy shall be accelerated.
 - b. In the negotiations for the Palao-Deli line via the Dutch Indies, if possible, establishment of the Dutch Indies eastern route via Palao shall be contrived.
 - c. Portugal has already thrown open its airfield at Lisbon to Britain and the Netherlands.

.....

C E R T I F I C A T E

Statement of Source and Authenticity

I, SATO, Tomoo hereby certify that I am officially connected with the Japanese Government in the following capacity: Secretary of the Cabinet and that as such official I have custody of the document hereto attached consisting of 45 pages, dated Sept. 3, 1940, and described as follows: Re - Plan of the Southern Development. I further certify that the attached record and document is an official document of the Japanese Government, and that it is part of the official archives or files of the following named ministry or department (specifying also the file number or citation, if any, or any other official designation of the regular location of the document in the archives or files): Secretariat of the Cabinet.

Signed at Tokyo on this

12 day of Dec., 1947.

/s/ SATO, Tomoo /signed and
Signature of Official sealed

Witness: IKAWA, Katsunichi
/signed and sealed/

Secretary of the Cabinet
Official Capacity

Statement of Official Procurement

I, SHIMOJIMA, Henry, hereby certify that I am associated with the General Headquarters of the Supreme Commander for the Allied Powers, and that the above described document was obtained by me from the above signed official of the Japanese Government in the conduct of my official business.

Signed at Tokyo on this

12 day of Dec., 1947

/s/ SHIMOJIMA, Henry
NAME

Witness: /s/ MUNROE, J. F.

Investigator, IPS
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3510-A.15.

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千九百四十七年／昭和二十二年／十二月十九日

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