

British send Greenpeaceniks to wage war on Japan's nuclear industry

by Rogelio A. Maduro

A fierce assault on Japan's nuclear industry is being waged by hundreds of Greenpeace operatives on five continents. As we go to press, Greenpeace's seagoing fleet is both stalking and deploying to ambush a shipment of reprocessed plutonium heading to Japan from Cherbourg, France. Greenpeace operatives have spread out from France to the Caribbean to the Philippines to organize mob protests along the plutonium shipment's route.

While Greenpeace claims that this international paramilitary deployment is designed to safeguard against a potential nuclear accident, one thing that is certainly at stake is Japan's energy independence. If Greenpeace succeeds in crippling Japan's nuclear industry, then its continued dependency on oil imports will leave it vulnerable to blackmail by the British empire, through its ability to manipulate political crises in the Middle East. Moreover, Japan has the only functioning plutonium program in the world. By attacking Japan's program, Greenpeace and its British masters are asserting their right to terrorize any country into giving up the plutonium cycle—and, in fact, into giving up nuclear power altogether.

There is no question that Greenpeace's deployment is directed from the highest levels of the British empire. As documented in *EIR* ("The 'Green' Terrorists on Prince Philip's Leash," Jan. 13, 1995), Greenpeace was created in 1969 by British intelligence as the "direct action" arm of the "peace" and "ecology" movements it spawned. Greenpeace was originally to run operations against the U.S. and French nuclear testing, as part of the operations against those nations' defense capabilities. In 1978, Prince Philip's World Wildlife Fund funded the creation of Greenpeace's seagoing fleet, whose first assignment was to destroy the whaling industries of Iceland, Norway, and Japan.

Two-pronged opening: Caribbean and France

Greenpeace began its assault early in January when it sent the *Rainbow Warrior* into the Caribbean and Central America to whip up unfounded fears against the passage of the plutonium shipment through the Panama Canal. At the same time, another Greenpeace vessel, the *Moby Dick*, set sail to follow and harass the freighter *Pacific Crane*, which is bringing the shipment to Japan from Cherbourg.

On Dec. 18, Greenpeace released a report lying that if an

accident were to happen to the shipment, there would be severe harm to human beings and to the world's ecology. Greenpeace's lies included, for example, that the plutonium in the shipment is "weapons-usable." In fact, it is low-grade reprocessed plutonium that would require very sophisticated and complex facilities to be turned into something approximating weapons grade. Japan, as most are painfully aware, possesses no such facilities.

Ironically, Japan, by safely recycling nuclear waste, is doing exactly what Greenpeace claims it favors. Japan is sending uranium waste from its nuclear power plants to France for recycling. The French plant at La Hague reprocesses the uranium, separating useful and valuable components, including plutonium. The plutonium can be reused for the nuclear plants or a breeder reactor.

Threatening a self-fulfilling prophecy

The real danger involved in this plutonium shipment is that either Greenpeace or a terrorist group, may attack the *Pacific Crane* or otherwise cause "an accident."

A knowledgeable source told *EIR* that "Greenpeace must ensure that the *Pacific Crane* suffers an accident." He continued: "Greenpeace has gone all over the world, from France to Panama to the Philippines, predicting that some sort of accident or another is going to happen to the ship. If an accident doesn't happen, then Greenpeace will be discredited." Greenpeace, he added, is "going to make sure something happens to the ship on its way to Japan." Top Japanese officials have expressed the same concerns.

Indeed, several accident scenarios have been mentioned in more than a dozen Greenpeace press releases, in letters to heads of state, in their report, and in all their press conferences in Europe, in Panama, and in the Caribbean.

The group has already carried out "direct actions" against the *Pacific Crane*. Upon the ship's arrival at Cherbourg on Feb. 1, it was met by a large number of Greenpeace protesters who distributed leaflets "condemning the dumping of this nuclear waste in France." A Greenpeace press release gloated that "while it was being unloaded under protection of security forces, Greenpeace activists in inflatable boats painted a sign on the ship identifying it as a 'Nuclear Trash Bin.'"

Two hours later, Greenpeace activists scaled the fences



A Greenpeace rally across from the White House, against whaling nations, during a May 1994 visit by Norway's Prime Minister Gro Harlem Brundtland. Greenpeace is deployed internationally against a shipment of reprocessed nuclear waste headed to Japan, threatening that an accident "might" happen to the ship carrying the plutonium fuel.

and broke into the nuclear waste storage site next to the La Hague plant. The site is used to store barrels of nuclear waste underground.

The inflatable boats that were deployed came from the *Moby Dick*, one of the Greenpeace vessels that will tail the *Pacific Crane* as it heads back to Japan. Greenpeace's sophisticated seagoing fleet carries helicopters and high-speed assault boats, as well as possessing some of the most advanced radar and communications equipment. The *Pacific Crane* was to load the reprocessed plutonium in Cherbourg and sail to England, where it will unload more nuclear waste to be reprocessed at the Sellafield plant. (See p. 37, "Will 'Animal Rights' Be a Mass Movement?" for our report on Prince Philip's rent-a-mob capabilities in Britain.) The ship is expected to be welcomed by violent demonstrations.

Caribbean chokepoint

The *Pacific Crane*, however, will probably face the greatest danger as it crosses the Caribbean and the Panama Canal. One very interesting scenario emerged from the Dominican Republic, concerning a potential collision of the freighter with an "unidentified boat" in the Mona Passage, one of the only two narrow passages through which most heavy vessels must pass to approach the Panama Canal as they negotiate the Caribbean islands. These are the Mona Passage, between the Dominican Republic and Puerto Rico, and the Windward Passage, between Cuba and Haiti and later through Jamaica.

Greenpeace could ambush the *Pacific Crane* at one of these passages and attempt a blockade or an "accidental ramming" of the ship at that point. Such a hypothesis seems to be supported by the statements of Greenpeace operatives in the Caribbean.

Francisco Gerales, a marine biologist and leading Dominican environmentalist, made a statement at a joint press conference on Feb. 8 with Greenpeace's Fernando Bejarano and Athena Lambrinidou, during the stopover of the *Rainbow Warrior*. According to the Dominican newspaper *Hoy*, Gerales asserted that "the risk of maritime accidents in the Mona Passage is very high, given the large number of ships that cross it." He said, "The fact that this passage is navigated by clandestine boats, such as the boats that transport illegal immigrants, makes it even more dangerous," adding, "these boats are not easy to locate precisely because they are not interested in being located."

Gerales told the press that between Puerto Rico and the Dominican Republic there is a chain of submarine mountains that rises from a depth of 10,000 meters to 1,000 meters and serves as a "curtain" to regulate the cold water currents coming from the Arctic through the Atlantic. He said that an accident that would release radioactive plutonium could corrode that "curtain." The damage caused to the ecological equilibrium would be incalculable, he asserted, directly causing mortality of some species and morbidity and mutations that could make many other species disappear.